

A Haymarket publication

22 November 1973 15p

**RAC INTERIM - SCHECKTER AND TYRRELL - BMW TEST**

# **AUTOSPORT**

***Trials: investigation of the cars and drivers***





# Drive a Michelin.

It makes a good car better.



**When you fit Michelin Radials to your car - no matter what make or model it is - remarkable changes come over it...**

- in positive cornering
- in tidy acceleration
- in controlled braking
- in bitingly efficient roadholding

Fit Michelin Radials and improve your car's performance - and its trade-in-value - on the spot.

Drive Michelin Radials through the filthiest conditions - discover the confidence of their roadholding. For speeds up to 113 m.p.h. - drive a Michelin ZX. Up to 130 m.p.h. - XAS and in excess of 130 m.p.h. drive a Michelin XWX. Check with your dealer now.

For further information on Michelin Radials - the ZX, the XAS, XWX and XM+s write to: Technical Information, Michelin Tyre Co. Ltd., 81 Fulham Road, London SW3 6RD.



XWX

ZX

XAS



**MICHELIN  
RADIALS**



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

November 22 1973 Volume 53 No 8

## CONTENTS

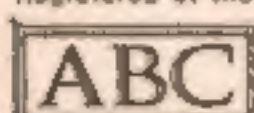
- 2 Pit and Paddock
- 8 Correspondence
- 10 RAC Rally Interim report: Makinen leads
- 16 Cape Town: Watson/Scheckter win for Chevron
- 18 Jody Scheckter's move to Tyrrell team
- 20 Purely Personal
- 22 Interview: Colin Vandervell
- 24 Road Test: BMW 3.0 CS automatic
- 31 Brands Hatch: Moss superiority
- 32 Trials feature
- 35 Special stage
- 39 Sports Extra

Motor racing was stopped in South Africa last week but the Capetown 3 hrs continued after this notice was posted.

### NOTICE

THIS RACE IS SPECIFICALLY EXEMPTED  
BY THE MINISTER OF ECONOMIC  
AFFAIRS FROM THE BAN ON MOTOR  
RACING WHICH CAME INTO EFFECT ON  
13 NOVEMBER 1973.

**Publisher:** Simon Taylor  
**Editor:** Ian Phillips  
**Deputy Editor:** Robert Fearnall  
**Technical Editor:** John Bolster  
**Rallies Editor:** John Davenport  
**Assistant Editor:** Bob Constantinos  
**Assistant Rallies Editor:** Ian Sedler  
**Northern representative:** Ian Titchmarsh  
**Midlands Representative:** Derek Hill  
**Overseas Editor:** Pete Lyons  
**European Editor:** Patrick McNally  
**Assistant Overseas Editor:** Jeff Hutchinson  
**Staff photographers:** Peter Burn, Tony Osborn  
**Advertisement Manager:** Derek Redfern  
**Advertisement Director:** Colin Martin  
**Correspondents—Scotland:** Bill Henderson  
**Northern Ireland:** Esler Crawford  
**Eire:** Brian Foley  
**Italy:** Alan Phillips  
**Australia:** Geoff Harris  
**New Zealand:** Peter Greenhalgh  
**South Africa:** Dave Clapham  
**USA:** Gordon Kirby  
**Canada:** John Haicra  
**Argentina:** Dr Vicente Alvarez  
**Brazil:** J. A. da Silva Ramos  
Published every Thursday by Autosport, Haymarket Publishing Ltd, Gillow House, 5 Winsley St, London W1, Tel: 01-636 3600. Subscriptions and back numbers: Craven House, 34 Foubert's Place, London W1A 2NG. Tel: 01-636 3600. Annual subscription: £10.10 (home); £10.40 (overseas). USA and Canada \$27 (£10.40). Airmail rates on application.  
Text printed in England by David Brockdorff Ltd, London E17 and Harlow, Essex. Cover printed by B. R. Hubbard Ltd, Callywhite Lane, Grönfield, Sheffield. Registered at the PO as a newspaper.



Member of the Audit Bureau of Circulations

AUTOSPORT, NOVEMBER 22, 1973

## EDITORIAL

The prospect for motor sport looked very bleak on Tuesday morning when it was announced that all rallies had been cancelled until further notice due to the oil shortage. The request for this came from the Ministry of Transport Industries to the RAC. The Minister requested that the RAC stop authorising rallies and "other events" for the time being, by revoking any authorisations that have already been given. The fact that "other events" were not specified made the prospects for racing look rather gloomy. However a statement from the RAC issued on Tuesday afternoon said that they had complied with the Minister's request and that there would be no more road rallying until further notice and that the "other event" aspect referred to such events as 12-car rallies and treasure events, which were being carefully monitored. As far as off-highway motor sport was concerned it is being left to the discretion of the individual organisers to comply with the request for fuel conservation.

Before this all came to a head, Motor Circuit Developments had issued a statement to the effect that all organisers operating on their circuits were being asked to reduce race lengths by 20 per cent.

We must hope that others follow suit however much we want to have racing unaffected, because any worsening of the situation will undoubtedly see more vicious cuts in the sport. It is to be hoped that the Government have done their sums correctly and that the present voluntary restrictions placed upon us will see us out of the difficulties in the minimum amount of time.

Britain has a multi-million pound racing car industry and rationing of petrol or the banning of motor sport will put us in a very tricky position. If a ban on Sunday driving were introduced problems would be so acute that racing would almost certainly be squeezed to a halt. Marshals and spectators would have trouble getting to the circuits and we all know that the sport could not go on without them and it would probably prevent competitors from getting to the circuits as well.

We are lucky in the fact that there is very little motor sport in this country at the moment and we must hope that by the time March comes around the clouds have blown over. Meanwhile the industry must be given an assurance in the near future about the prospects. There cannot be too many entrants around who want to pay out thousands of pounds on a new car if there is not going to be any racing for a year or so. The situation does not only apply to this country however. Our racing car manufacturers and component suppliers serve virtually the whole world and with other countries in a similar position to us (South Africa has already banned motor sport and Holland, Belgium and Germany have virtually done likewise), the large export market will plummet.

To keep the industry and sport thriving, we must hope that by adhering adamantly to the recommended limits on the sport, we can overcome the problem.

### our cover picture

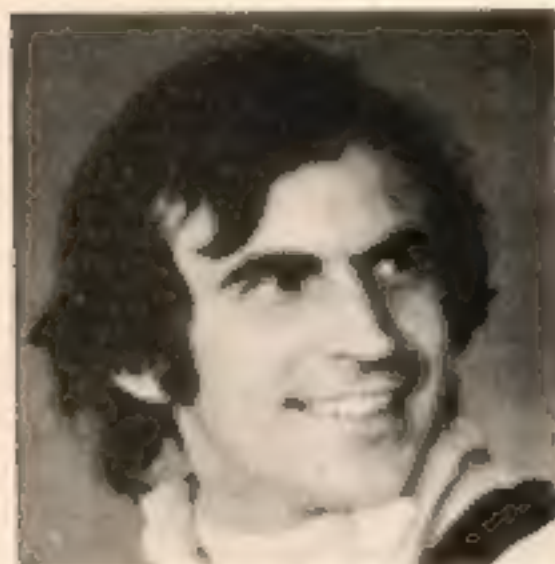
Trialling is the subject of one of our features this week. The cover shows a typical Trials car in action although the sunlight and relatively dry conditions are rather foreign according to the story on page 32.

Photo: Robin New



## Schenken and Bell test BRMs

Our spy at Silverstone last week spotted Tim Schenken and Derek Bell testing for BRM. The Bourne concern are currently looking for somebody to team up with Jean-Pierre Beltoise as the first choice. Arturo Merzario, has decided not to accept the offer following his test day the previous week. He will almost certainly be driving one of Frank Williams' Iso-Marlboro alongside Howden Ganley. This would of course be a logical move for Merzario who is a Marlboro contracted driver and with the cigarette company's current relationship with BRM not too good. It would seem that the contract would not stand.



Testing BRMs at Silverstone last week Tim Schenken (above) and Derek Bell (below).



Both Bell and Schenken have been without permanent F1 rides this season, Schenken only doing the Canadian GP for Frank Williams while Bell has not driven in F1 since his abortive efforts to get last year's Tecno to go. Schenken is of course scheduled to drive the Rondel F1 car next year so if the drive were offered it would seem more likely to go to Bell.

## Racing unaffected as fuel crisis halts rallying

The RAC Motor Sport Division announced on Tuesday that off-highway organisers must use their discretion in complying with the Government's request for a 10% reduction in petrol supplies. This means that for the time being, race meetings and other speed events will be permitted to continue but, it is hoped by the RAC, on a reduced scale. Motor Circuit Developments, as mentioned below, have complied with these requests by cutting race lengths of their winter club meetings at Brands Hatch by 20%.

However the RAC confirmed that they are complying with the Government's request not to authorise any further rallies and to entirely revoke such authorisations which have already been granted for any further rallies. The RAC are currently considering further action on such non-licensed events as 12 car rallies, treasure hunts etc. Owing to the RAC Rally, most of the RAC Motor Sport hierarchy have been occupied at York and further, more detailed, announcements are likely soon.

## MCD races cut by 20%

Before the Government asked the RAC to restrict motor sport in this country, Motor Circuit Developments announced plans to economise on fuel. As from Monday, November 19, all race organisers at Brands Hatch were being asked to implement a voluntary 20 per cent reduction in all race lengths.

"The management hope that their prompt action will create an alternative to measures which will imperil the livelihood of thousands of workers now employed in

performance car production and motor sport generally. Grovewood aim to prevent consequent weakening of Britain's multi-million pound racing car export effort which would be brought about by restriction of testing and development under racing conditions."

These restrictions will apply to all Grovewood circuits which include Brands Hatch, Oulton Park, Mallory Park and Snetterton.

At a reception in London last week Raymond Mays (centre) was presented with a Dexter Brown painting of his 1923 Bugatti "Cordon Rouge." The painting was presented by Alan Martin (left) on behalf of Cock Russell Vintners the importers of the Mumm Cordon Rouge champagne which 50 years ago inspired Mays to name his car. On the right is Amherst Villiers who prepared Mays' cars.



## Springbok doubtful

With only two rounds of this year's Springbok Series completed the remaining races look very unlikely to happen. The South African government last week banned all motor racing but some swift negotiating by series organiser Alex Blignaut enabled last weekend's Capetown 3 Hours to be held. However this Sunday's race at Lorenzo Marques has been cancelled as the Portuguese authorities in Mozambique have banned motor sport with no exceptions.

The likelihood of the remainder of the series being held was being debated between Blignaut and the South African Government on Tuesday. Our man in South Africa however did not hold out much hope when we spoke to him on Tuesday.

## 1974 graded drivers

The FIA have listed the 1973 graded drivers. From Grand Prix events they are: Chris Amon, Mario Andretti, Jean-Pierre Beltoise, Mark Donohue, Emerson Fittipaldi, Wilson Fittipaldi, George Follmer, Howden Ganley, Mike Hailwood, Graham Hill, Denny Hulme, James Hunt, Jacky Ickx, Jean-Pierre Jarier, Gordon Johncock, Arturo Merzario, Carlos Pace, Ronnie Peterson, Brian Redman, Clay Regazzoni, Carlos Reutemann, Peter Revson, Tim Schenken, Jackie Stewart and Gijs van Lennep.

The list of 1973 long distance graded drivers is: Mario Andretti, Jean-Pierre Beltoise, Andrea de Adamich, Toine Hezemans, Jacky Ickx, Gerald Larrousse, Helmut Marko, Arturo Merzario, Carlos Pace, Henri Pescarolo, Ronnie Peterson, Brian Redman, Clay Regazzoni, Carlos Reutemann and Tim Schenken.

From the 1972 graded Grand Prix drivers the names of Pescarolo, Stommelen, Surtees and Wisell have been taken off and those of Beltoise, Wilson Fittipaldi, Hunt, Jarier, Johncock, Redman, Reutemann and van Lennep added for 1973. Of the long distance graded drivers, the names of Derek Bell and Jackie Oliver are among those no longer included which is particularly surprising in the case of Bell.

● Grand Prix Box Office has recently moved. The new address is Kitchener House, Warwick Road, West Drayton, Middlesex (Telephone: West Drayton 47569).

Advance booking details for some on next year's races are already to hand and clients are advised to book early especially for Monaco where all the stands have been re-lettered.



## McLaren M25 tests



John Nicholson was testing the brand new McLaren M25 F5000 car for the first time last week. It shows obvious parentage to the current M23 F1 car with the side radiators and general layout. This is the first McLaren F5000 car since the M22 in 1972 and in its first run Nicholson got it down to 50.6 s which is well under the outright lap record.



## Gardner's Tarmac championship

Frank Gardner was presented with the Tarmac Trophy and £2000 at a reception at the Grosvenor House Hotel on Tuesday for the second year in succession. Gardner's exploits in the SCA Freight G2 Camaro gave him enough points to clinch the Tarmac British Racing Championship which he also won last year. Second place in the championship went to Peter Gethin (F5000) and Colin Vandervell (Atlantic). Points are scored by the first six in each International race held in Britain providing they hold British International licences.



Frank Gardner—second title.

## Increased Jaybrand libre money

The successful Jaybrand Racewear Formula Libre championship which was inaugurated this season at Silverstone will continue next season.

Next year's championship will again be run over six rounds: March 17, April 15, May 27, June 30, August 6 and October 5 all being run at Silverstone of course.

The scoring will be on a 9-6-4-3-2-1 basis with all rounds

to count, the final being for double points. As a result of this year's success, Jaybrand have doubled the prize money for 1974. The money for each round will now be £36 for first with £24, £16, £12, £8 and £4 for the first six places. The winner of the championship will receive £100 and the Jaybrand Racewear Trophy while second and third placed men will get £50 and £25 respectively.

## US scene uncertain

With the American energy crisis scaring away both fuel companies and other potential sponsors, worries about the possibilities of restriction or banning of motor sport and the SCCA still struggling to reorganise its two major professional championships, the North American scene is not terribly bright.

It does however now seem, although the SCCA has yet to make any official statement, that both the CanAm and F5000 championships will continue much as before, while there is a lot of enthusiasm being generated by the re-emergence of Formula Atlantic (FA) as a professional racing class.

Despite the miserable tone of this year's CanAm series, the G7 cars continued to draw good audiences—all but one race attracted more than 40,000 spectators and this alone is enough to guarantee the immediate future. It seems that the CanAm series will continue for 1974 with turbochargers although there will be as yet unannounced fuel capacity limits. All of the eight circuits which organised CanAm in 1973 will almost certainly be back next year.

The F5000 series on the other hand is still in a vague state of being without a real prospect of a series sponsor. The financial strength of the championship rests with the SCCA negotiations with USAC towards the two clubs combining to organise and promote F5000. USAC, of course, have been very interested in the big single seaters for the past few years and the loss of L&M has come at a time when USAC has begun to put their energies into expanding the number of profitable 500 mile races and moving away from the rather unsuccessful short track events. Although USAC and SCCA have historically been fierce opponents the past year has seen a mellowing in attitudes on both sides and throughout recent months there have repeatedly been rumours of discussion between the two clubs. It now seems that some kind of merger will take place with USAC's big plans held in reserve until 1975. The general opinion is that the coming season will see the end of the costly turbo-charged-Offys in USAC with a switch to stock block engines for the following year. In fact

Parnelli Jones and Vel Mellikich recently suggested the banning of the Offy in favour of stock blocks. All this would of course leave the door wide open for F5000s to fill the USAC championship void and in all probability, the potential USAC/SCCA F5000 championship would provide an ideal test and sounding board for the adoption of F5000 or an F5000-based formula.

At the moment Riverside, Laguna Seca, Elkhart Lake, Mid-Ohio and Road Atlanta are almost sure of running F5000 events while Mosport is more than interested in the idea. There should be at least two more events but the lack of additional financially sound circuits is keeping any serious speculation about when and where to a minimum at least until the legitimate existence of a championship is announced. The current talk is of prize funds ranging between \$30,000 and \$60,000, a reduction on the L&M pot but nevertheless viable quantities of dollars for teams to shoot for. Additionally, the projected races at Elkhart and Mosport are planned to be run in conjunction with those two circuits' CanAm.

With lots of prodding from Fred Lotz and Jo Grimaldi, professional Formula Atlantic rounds could well back up a handful of the F5000 races as well as running a few more separate events. In all, there are plans for 10 FA races in the US with the schedule designed to dovetail with the seven round Players-backed Canadian championship. There are at least two major companies who are talking seriously of backing the American races while a gentleman by the name of Dale Lang is apparently prepared to support the races if no commercial sponsor can be contracted. The Gold Cup Formula Super Vee championship, deadly rival in North America of FA, will continue much as it has during the past few years. Four or five rounds will support CanAm, a couple of additional events will appear on their own and Porsche Audi will again supply a \$10,000 prize fund.

● Our American correspondent Gordon Kirby reports that the Formula Atlantic people in Canada are keen to have some exchange races with the British people especially as the same sponsor is involved.

● Despite rumours to the contrary towards the end of the season JCB are again sponsoring the very successful Historic Car Championship in 1974. Anthony Bamford expressed how pleased he and the giant excavator firm had been with the popularity of the series, at a very entertaining prizegiving held in London last week. Details of the 1974 JCB Historic Car Championship will be announced by the series organisers Speed Merchants within the next few weeks.



Announcing the



# 'MAGNIFICENT 10' COMPETITION



VW 1300 De Luxe



Triumph Toledo



Ford Escort 1300



Austin Allegro 1100



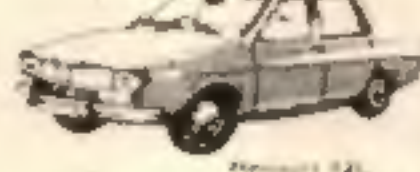
Hillman Hunter De Luxe



Fiat 128



Mazda 1200



Renault 12L



Vauxhall Firenza De Luxe



Mini 1275 GT

**YOUR CHANCE TO WIN ONE OF THESE 10 NEW CARS AND TRY OUT STA-POWER—THE REVOLUTIONARY NEW FUEL CONDITIONER - ALL THIS FOR ONLY 95p!**

(Also 500 service vouchers each worth £5 to be won!)

## 1. How new STA-POWER protects your engine.

STA-POWER fuel and oil conditioners have a completely new approach to cleaning out the harmful carbon deposits, the tars, sludges and lacquers present in all petrol and diesel engines. They neutralise the acids which eat into the metal parts which cause loss of performance and lumpy running and, with regular use, make sure the deposits never form again.



## COMPETITION RULES

- Entrants can win only one prize and no cash can be substituted for prizes won.
- The competition closes at midnight on January 31st, 1974. Entries received after this date will be deemed void. Entries will be judged as soon as possible after the closing date and winners will be notified by post.
- A list of prizewinners will be published in the "Competitors' Journal" on 21st March, 1974.
- The Judges' decision is final and binding and no correspondence will be entered into.
- The competition is open to all U.K. residents except employees, agents, publicity advisers (and their respective families) of Sta-Power (U.K.) Ltd.
- Proof of posting is not proof of receipt. No responsibility is accepted for loss, damage or delay to entries. Illegible entries will be disqualified. Only entries on this form will be accepted.
- Prizes will be awarded to those entrants who correctly list all the differences between Can 1 and Can 2 and who, in the opinion of the Judges, come up with the most original new name for STA-POWER for advertising purposes.
- All Entry Forms to be posted to: Magnificent 10 Competition, Sta-Power (U.K.) Ltd., Moneyrow Green, Holyport, Maidenhead, Berkshire.
- Participation in the competition is automatic acceptance of the rules and regulations.

## Protect your engine for 95p.

Enclose 95p and we'll send you a special STA-POWER voucher which you exchange at your nearest stockist for a can of revolutionary new STA-POWER fuel or oil conditioner.

Send this Entry Form plus 95p to:  
Magnificent 10 Competition, Sta-Power (U.K.) Ltd.,  
Moneyrow Green, Holyport, Maidenhead, Berkshire.

## 2. How the competition works.

To take part in this exciting competition we ask you to examine carefully the two cans illustrated on the competition form below. Using your skill and judgment count up the number of differences you think there are and enter the number on the enclosed entry form. In the event of a number of people arriving at the correct answer, a simple tie-breaker has been devised. Help us come up with a suitable alternative name for STA-POWER for advertising purposes. Enter your suggested name on the enclosed Entry Form. Only one suggested name per Entry Form will be accepted.

## THIS IS YOUR STA-POWER 'MAGNIFICENT 10' COMPETITION ENTRY FORM



CAN 1



CAN 2

I have studied the pictures of Can 1 and Can 2 very carefully and find that there are \_\_\_\_\_ differences between the two cans.

I suggest an appropriate alternative name, for advertising purposes for STA-POWER should be \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

All entries must be received by midnight 31st January 1974  
BLOCK LETTERS PLEASE (AND DON'T FORGET THE 95p.)





This is the dramatic-looking Steinmetz Opel Commodore Jumbo 6000 which has been built for the proposed Silhouette formula. There are plans to run a special class for such cars in some interserie rounds next year while Steinmetz would like to run it in some super saloon events in Britain although the rear wing wing could pose scrutineering problems.

## Steinmetz Opel silhouette saloon

The prospect of Silhouette saloon car racing is becoming increasingly greater. Klaus Steinmetz the Opel tuner, who announced the Jumbo 6000 Commodore this week, has approached the Inter-serie organisers with a view to them allowing hybrid saloons in the championship next season.

He has been encouraged by the Super Saloon series which Peter

Browning is currently planning for this country next season and the approach to the Inter-serie Union was that the cars should run under the British special saloon car regulations. Steinmetz reports that at least three of the Inter-serie organisers have promised to include special saloons (silhouette) cars into their races with good prize money.

Power house! The 8-litre Steinmetz prepared Chevrolet V8 which fills the front end. Note the enormous front spoiler.



## Clubmen's plans

The Super Sports Register (formerly the Clubmen's Register), which has been thriving under the new secretary Peter (I came last in the championship) Evans has recently announced the format of the Clubmen's Super Sports formula for 1974.

Super Sports will be divided into two classes as before but the small class will now be allowed to use 1600 cc engines in FF trim. The regulations governing these engines (and clutches) will be identical to those for FF in 1973. This move has been made to encourage the smaller class, which was restricted to 1000 cc engines, and it is seen as a major cost reducing move. For next season at least it is felt that the 1000 cc engined cars currently in existence will be competitive and will still be allowed to run in the small class. It has been pointed out that by removing the mudguards and substituting steel wheels the 1600 cars will instantly be eligible for FF also.

The up to 1600 cc big class will continue as before although down draught engines will be allowed following a ballot among members. With the cost of these

engines now around the £1000 mark the committee is looking into the possibility of a change to take effect in 1976.

Shell have agreed to continue their sponsorship of the major championship in 1974 which will be the fifth consecutive year that they have backed the class. The increasingly popular Silverstone Tricentrol championship will also continue as before. The Shell title will be competed for over 18 rounds the best 15 of which will count. A third championship backed by Pole Position Auto Accessories is currently being negotiated and TEAC and the 750 MC will run most of the events.

Following some successful exchange races with the Irish Super-Sports competitors arrangements are being made for this to continue next year on a larger scale. It is hoped that the Challenge will include Scotland and Wales as well as England and Ireland. Inverlinton, Llandow and Phoenix Park have agreed to hold races where four teams of six cars will compete. Further information from Peter Evans (St Albans 51804).

## New Royale RP20



The first of Royale's new models, the RP20, was announced this week. It features a completely new monocoque with intercostal tank stiffeners derived from aircraft practice. An interchangeable tubular engine bay is used making the car easily adaptable for differing engines and gear-boxes. It is proposed to sell the chassis for F2, Atlantic and F3.

## BL support F5000 project

British Leyland of Australia are giving extensive support to a Formula 5000 project for the forthcoming Tasman series. The company are very enthusiastic about the use of their alloy 4.4 litre V8 engine from the Leyland P76 and this will be stretched to 4990 cc by Repco to be used by the works Elfin team. The deal will be exclusive to Elfin and their sponsor Ansett Airlines with the engine work carried out by Repco. The engine which is 150 lb lighter than the Chevrolet unit and develops similar horsepower, will be tested in John McCormack's Elfin MR5 before being installed in the new MR6 which is being designed specifically to

take the engine and which is smaller than the Chevrolet engine and therefore makes the wheel-base 2in shorter. A second car may be driven by Elfin's designer and constructor Garrie Cooper.

We wonder if British Leyland in this country may follow suit?

● The Spa 24 Hours has been deleted from the list of qualifying rounds in the Group 2 European Touring Car Championship. The event is still scheduled to take place on 27/28 as a non-championship Group 1 and Group 2 race. Belgium's round in the 1974 European Touring Car Championship will now be held at Nivelles on June 30.



# NEW!

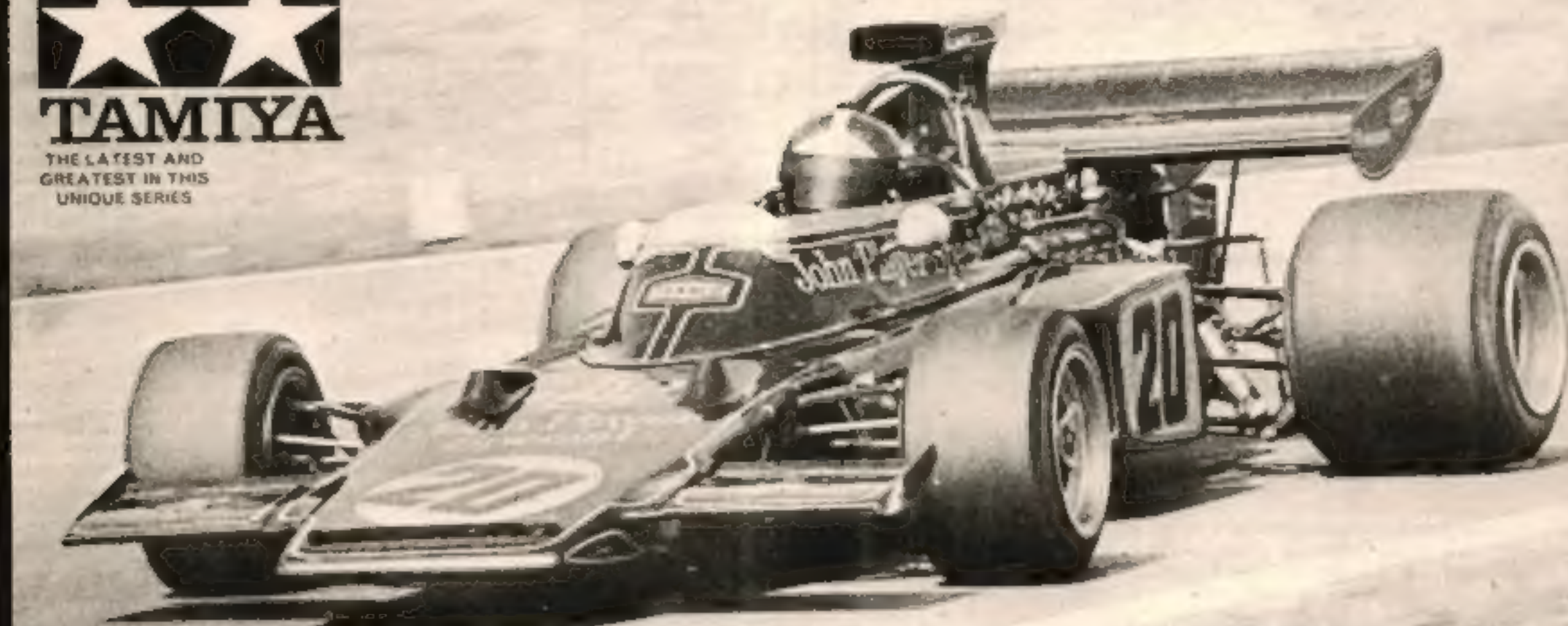


**TAMIYA**

THE LATEST AND  
GREATEST IN THIS  
UNIQUE SERIES

## John Player Special:

1:12 SCALE FORMULA 1 RACING CAR KIT



At £6.25 inc. P.&P.

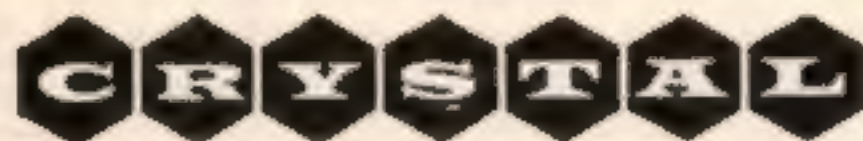
ARNEY & TAYLOR LTD. Tel: 01-699 8722

Send Cheque or P.O.s to: 52 Wells Park Road, Sydenham, London SE26

## ESCORT RS 2000

FOR THE EARLIEST DELIVERY  
OF THIS  
EXCITING NEW FORD

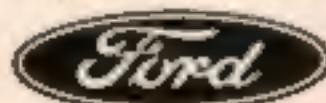
CONTACT  
STEVE HOWARD



172 ANLABY ROAD, HULL

Tel : 0482 25732

We have been rallying an RS 2000 with Harold Morley for some time. The car has gone through an extensive development programme which has provided us with invaluable knowledge of this model. Of course we continue to supply, prepare and stock performance parts for the existing Mexico—RS 1600 range. Through our very active rally programme we pride ourselves on being the complete



**Rallye Sport Centre**

A BETTER CAR ALL ROUND WHEN YOU FIT A..

### WOOD-JEFFREYS AUTOELECTRIC FAN

- Engine operates in peak efficiency temperature zone.
- Improves fuel consumption by up to 10%.
- Releases more power to road wheels for better performance.
- Cuts operating time for the choke extending engine life.
- Significant reduction in engine noise for more luxurious, less tiring motoring.
- Improves interior heating and demisting.

WRITE FOR ILLUSTRATED LITERATURE TO:  
**WOOD-JEFFREYS LTD** (Dept )  
North Road, Kirkburton, Huddersfield HD8 0RT

AS9



SPON END,  
COVENTRY

Tel: COV 56325/8

**MAIN LOTUS DEALERS FOR  
THE MIDLANDS**





## Pit and Paddock

# Snetterton club circuit planned?



Pictures taken at Snetterton recently show work being carried out on a new club circuit to be regularly used in 1974. The top picture shows the new circuit going to the left of the Esses bridge. Other details will not be released by the circuit owners until next month but it is expected the main change will be missing out the Norwich Straight—Hairpin—Home Straight triangle.



● Bubbles Horsley will be the guest speaker at the London Special Builders' meeting on Monday, November 28. The meeting, which can be guaranteed to be hilarious, starts at 8 pm and is at the Craven Arms, Battersea, and everyone is welcome.

● Following Texaco's switch to McLaren it is widely suggested that Duckhams will be supplying oil to JPS next season. Foreign sources also indicate that Ferrari will not be contracted to Shell next year.



This painting of Stewart at Monaco is one of a set of five of Motor Sport Christmas cards (excellent value at 60p) by Michael Turner. Also in the set are Peterson leading the Swedish GP, Jarier's F2 March at Karlskoga, Revson winning at Silverstone and Ichx's Ferrari chasing Follmer's Shadow in the Spanish GP. The dramatic Revson Silverstone finishing painting is also available in 22 in x 17 in print form. Details from Studio 88 Ltd, 95 West End Lane, Pinner, Middlesex HA5 3NL.

## VW 1303 S wheels are legal

In my report of the Earls Court Show, I suggested that the front wheels of the VW Beetle 1303 S might be illegal, as the tyres project beyond the mudguards. It has now been decided that, although the tyres do project, the actual treads are effectively covered and the car is completely legal for the roads of England. On the other hand, the RAC will not accept the car for competitions, as it is laid down that no part of the tyre may bulge beyond the mudguard. Obviously, the front track has been increased in adopting outside scrub radius geometry and no doubt the panel beaters of Wolfsburg will find a way of stretching the body a little in due course.

JOHN BOLSTER

● Scottish hillclimb champion Iain McLaren has bought one of the Rondel Motul M1s for next season.

## Brands Hatch

Tony Lanfranchi returns to single seater racing at Brands Hatch this Sunday with a McLaren M18 while he teams up with John Markey in the Group 1 race in a pair of BMW 2002 T16s. Other leading libre entries include Malcolm Clube's McLaren M1C, Frank Sytner's 2-litre Chevron and Peter Deal's Brabham Repco, while the G1 event features Peter Burgess' Camaro and a collection of Escorts and Marinas. There are combined races for special saloons and mod sports which feature Gerry Marshall's Firenze, Nick Whiting's Escort-FVA, Bill Cox's Ford Berpop and Robin Gray's Morgan Plus 8 in the bigger event and Sedric Bell's Mini, John Home-wood's Imp and Bob Jarvis' Davarian in the smaller one. Syd Fox's Hawks DL 11 heads the Formula Ford entry and the rest of the seven race programme organised by the Romford ECC comprises Mini 7s and Mini Miglia events. First event starts at 1 pm.

## CATCHPOLE

By Barry Foley

GERAINT PHILLIPS... PER-INGE WALFRIDSSON...



AMILCARE BALLESTRIERI... LLANDRINDOD... STIG BLOMQUIST



OVE ERIKSSON... CLOCAENOG... BJORN WALDEGARD... HELL!



GIVE THE BLOODY WELSH HOME RULE AND THEY WOULD TAKE OVER EVERYTHING.





## Nomex the best?

As the distributor of Linea Sport's FPT race-wear, I read the article by Bob Constanduros in *AUTOSPORT* last week with some interest.

It would have been a great deal more interesting if drivers had the opportunity to compare the figures quoted for Nomex with those that can be achieved under identical conditions with other materials. This might be a problem since the "protective index" for which figures are quoted so freely is not defined and would appear at best to be something dreamed up by Dupont for advertising purposes.

I have a simple test to convince our customers of the effectiveness of FPT. I take a test "glove" consisting of two outer layers and one underwear layer of FPT, place the "glove" over hand and arm, soak the end of the glove with petrol and put a light to it. The fire burns fiercely for 1m before the heat inside becomes uncomfortable and at this point the underwear layer is completely unmarked. I would estimate that the material will withstand at least another minute of petrol fire before the skin was affected and even then the outer layer of the FPT material retains at least 40 per cent of its structure which is a crucial factor in the protection of the driver.

I wonder if Peter Atkin or Chris Steyne would be willing to demonstrate the alleged superiority of their latest product to their customers in a similar way?

STAINES, MIDUX. D. W. SPICE.  
(Director, Gordon Spice Ltd.)

## RAC criticism; one year later

It is just over a year since you published my last letter regarding the organisation of motor sport and I feel that the time is right to see what progress has been made.

You may remember that the only official reply from the RAC was a letter from Mr Delamont suggesting that your staff should have checked my comments about the finance of the RAC before printing. I took the opportunity to talk to him, but unfortunately he was extremely evasive on the subject of finance. However, he expressed himself to be largely in agreement regarding many of the other points that I raised. I am therefore disappointed, but not surprised, that a year later nothing would appear to have been done. And with what appears to be the loss of the Motor Sport Bulletins, we now get no information.

When one looks at the current position of motor sport in this country it is not difficult to find a large number of faults. We have a situation where next week we have a meeting of the British Saloon Car Drivers Association, to discuss the regulations of the RAC National Saloon Car Championship. The RAC, in discussion with the relevant parties, should have published finalised regulations in the spring of 1973. Fortunately they will be saved the embarrassment of road tyres. The recent story of the disqualification of Derek Lawrence's car from the BOC FF series is another example of total bungling.

After the publicity regarding the tragic death of Roger Williamson, did the RAC instantly check safety precautions at British circuits, particularly Armco barriers? If they did, surely they should have publicised the fact, to renew public confidence, as any similar incident in the UK would surely endanger the survival of motor racing. In similar vein, has anyone from the RAC discussed the new legislation on sports crowd control with the Government, to point out the difficulties and differences compared with more confined activities.

One could carry on *ad infinitum*, but finally I am pleased that I have not entered a race

on January 1 as I understand that the Blue Book will not be published until mid-January. I hope my car complies with 1974 regulations.

Surely we now have a situation where the RAC should either get their house in order and govern motor sport effectively in liaison with interested parties, or get out.

With effective professional organisation we could have all regulations a year in advance, a balanced calendar in co-ordination with clubs and circuit owners to the joy of competitor and spectator alike, balanced formulae, good general PR and happy sponsors.

I doubt whether it could happen because we will probably all be banned with the onset of petrol rationing, to which the RAC will meekly acquiesce. If one worked out the percentage of the crude oil supply used in motor sport in relation to the total usage in the UK, it must be minimal. If any other group like package holiday makers were threatened, there would be enormous public outcry and complaint but to us, surely, motor sport is a similar relaxation, but with no "ginger group" to fight its cause.

I would imagine that the only result of this letter will be calm words of reassurance from Belgrave Square. All will carry on. It is up to us, the competitors, to force the RAC to change their attitude or get out.

LONDON, SW12. M. E. ENGLAND.

## GP scoring suggestions

Here are three suggestions, which in my opinion, would make the Grand Prix points scoring system more interesting:

1. As there will be 15 Grand Prix Marques racing in 1974, plus several private teams, the points should be awarded on a 20-15-12-10-8-6-4-3-2-1 basis for the first 10 drivers and cars. The 9-6-4-3-2-1 system was fine when there were only 16 starters, but now there are almost double the number, the old system means that only one-fifth of the starters stand a chance of scoring points.

2. Each car finishing in the first 10 should gain points rather than the best placed representative of each Marque. If this were applied to Formula 1 Lotus' championships in 1972 and 1973 would have gone to McLaren and Tyrrell respectively, to name just two examples. This would encourage better teams which would in turn lead to better competition. It would also put an end to number two drivers in competitive cars where the team leaders get all the credit.

3. The system whereby a point for the fastest race lap is awarded should be re-introduced along with a similar point for the fastest practice lap, ie gaining pole position. This would apply only to drivers.

Finally, having just received this week's issue, thank heavens for people like Noel Edmonds. The sport needs people like him if it is to become a leading sport. Keep up the good work, Noel.

CRANBROOK, KENT. TIM KENDALL-CARPENTER.

## Mosley's amendments

With reference to Max Mosley's *Purely Personal*, the minor alterations he proposes are a sound scheme provided that (a) any such alterations are agreed at a sufficiently early date so that they may be carried out in plenty of time; (b) such alterations are not the thin end of the wedge and we are left with a lot of poor copies of the Paul Ricard circuit or something like it; (c) and finally all parties involved agree that any alterations be given a reasonable trial period before any more alterations are done.

Mr Mosley's point about a heavier car not necessarily being a safer one is taken, but if the regulations stipulated that as well as an

increase in the minimum weight an increase in the structural strength by specified means was to be applied some gain in impact protection would be gained and this would not, surely, be an obstacle to technical progress.

"Emasculating" F1 by reducing power output, tyre and wing sizes, etc, is not going to be of any real benefit since it is, as Mr Mosley says, a retrograde step, but a stronger, slightly heavier car is surely not a bad thing.

The financial aspect of the actions of the CSI and the amount of cash which is coming into the sport was also mentioned, and all of this money is, of course, necessary, but may I suggest that a little of this money be diverted into a fund to help to pay for the training and equipping of fire marshals. In order to train a man to extinguish a fire you need something to burn and something to put out the fire with and petrol, old chassis and extinguisher refills cost money, money which the clubs who train marshals for the circuits in this country simply have not got to spend. The average enthusiast who does the fire marshals job at the Grand Prix and any other meeting simply cannot afford the cost of really good protective clothing and so he uses what he has. Surely any marshal going to a fire to try to rescue a driver (and, incidentally protect one of Mr Mosley's or someone else's valuable investments) by putting out the blaze is entitled to all the protection he can get, but the best costs money. Surely for all the sponsors to get together in order to help with the cash for suits, training, etc, is not, even in these days of fierce commercial competition, even in motor racing, too much to ask?

LONDON, SE16. JOHN WINTER.

## VW-VWs in Rallycross

With particular reference to Paul King's report of the Embassy European Rallycross Final at Lydden on November 3, I would like to correct the common assumption that fast VW Beetles are invariably Porsche-powered and to make it clear that the well-known VW of Peter Kiss Racing, driven by Herr Franz Wurz, does not have a Porsche engine and nor for that matter did any of the other four extremely quick VWs at the meeting.

The Peter Kiss car is powered by an enlarged version of the 4-cylinder Volkswagen 411 (now 412) engine. Capacities of 2.2 to 2.5 litres are easily obtained from this unit using barrels and pistons of 98/100/103 mm bore and using special long-throw crankshafts of 76/78/79 mm. Moreover, Peter Kiss claims that his 2.4 litre VW engine develops 170 bhp at the flywheel—who needs Porsche power at Porsche prices!

EATON SOCOM, HUNTS. JAN WENZELCRAFT.

## Recognition for Hailwood

Whilst in no way belittling the very considerable bravery shown by David Purley in the tragic Dutch Grand Prix; surely it is important that Mike Hailwood should achieve a little more recognition for his heroism in South Africa earlier this year? It would seem that his efforts have been somewhat overshadowed by Purley's and apart from the "Prix Rouge et Blanc" award, he has been honoured with few tributes.

Finally, I should like to know how much longer we have to wait before Derek Bell is allowed to prove his substantial driving ability in a competitive car? Surely after James Hunt, he must be Britain's No 2 driver and yet, apart from unreliable Gulf-Mirage and the occasional uncompetitive Surtees F2 drive, he has been given little chance to prove himself. Surely soon he will be offered a competitive F1 drive; something which he richly deserves.

STOWE, BUCKS. ROBERT SYNGE.



# Motor clubs to face big challenge off the tracks

The winter months, traditionally a quiet time for some motor sports, look to be very exciting this year as motor clubs throughout Britain will be competing for the Castrol Motor Club Quiz Championship of 1973/74.

The quiz is now in its fifth successive year. And like track events it requires nerves of steel and good anticipation. Questions are tough and the competition of a very high standard.

This year's series has attracted no less than 370 clubs (ladies teams amongst them) which for convenience sake have

been divided into 12 national regions. 30 games are played in each region to decide regional winners who then go forward to 'play-offs' in four Inter Area Finals. The winners from each of these play-offs then sharpen up their wits for the semi finals and final to be held on 6th April at the Belfry, Wishaw, Nr. Lichfield, Staffs.

The lucky winning team apart from taking home the title will win cash awards for their club and individual prizes for themselves. So if your club is entering give them all the support you can.

## And a challenge for you

Our simple picture quiz. Answer in the spaces provided and if you are one of first six correct entries opened you could win a Castrol rally jacket or a Castrol holdall (for runners-up).

It's easy, and here's a clue. Every car or driver is or has been a Castrol user.

Maybe you aren't entering the Castrol Motor Club Quiz Championship, but you can certainly enter this one. And win yourself a nice prize.

Closing date: 7th December, 1973  
Results published 20th December, 1973



1. What car does this cockpit belong to?



2. Can you name the driver and the occasion?



3. Whose face?



4. Do you know who drives this Volvo?



5. On what event did this car win its class and who was the driver?



6. Can you identify this well known saloon car driver?

Send your entry to:  
Castrol Picture Quiz, Clubs  
Department, Burmah-Castrol Co.,  
Burmah House, Pipers Way,  
Swindon, Wilts SN3 1RE

1 \_\_\_\_\_  
2 \_\_\_\_\_  
3 \_\_\_\_\_  
4 \_\_\_\_\_  
5 \_\_\_\_\_  
6 \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_



45

**Eligibility** Employees and their families of both Castrol and of their advertising agents are ineligible for entry into this competition.



# 1973 INTERNATIONAL RAC RALLY OF GREAT BRITAIN

The original of all "Flying Finns" was comfortably in the lead of the 21st RAC Rally after the first section of 37 special stages was completed on Sunday evening. Makinen's lead over second place man Bjorn Waldegaard was a comfortable 3 m 32 s when compared with Clark's lead on Blomqvist at the same stage last year of just one and a half minutes. Waldegaard's driving of the heavier and less agile BMW has been without flaw and the recently unlucky Swede must be hoping that the car will remain as reliable during the second half. Roger Clark arrived at York in third position 3 m 54 s behind Makinen and suffering from a flu bug caught from Ford Safari aeroplane man, Bill Parkinson, during a pre-rally holiday in Africa. His fever was particularly severe during the night in Wales and hoping to feel better after a night's rest Clark was determined to make up the time he has lost. Two other British drivers in the top ten overall at York were Barry Lee (Centre Hotels RS1600) and Andrew Cowan (The Scotsman RS1600) occupying eighth and ninth places respectively.

Scrutineering on Friday presented no real problems. The Datsun 240Zs had to be modified around the rear bulkhead as their fire walls would not pass the scrutineers. Adrian Boyd, with Roger Clark's last year winning car, was also rejected initially as the petrol filler pipe was not properly covered where it passed through the rear shelf. A tank was fitted for the RAC by its new owners, R. E. Hamilton, as Clark removed his own small tank before the car was dispatched to Ireland. Ford's only real problem before the rally was not with the rally car but was concerned with the Granada service vehicles which were breaking wheels as the result of a bad batch of Minisites. Timo Makinen, as ever hoping for snow and generally poor conditions had opted to run with the narrow rear axle and after fitting it was found to be causing the tyres to rub against the inside of the wheel arches and had to be spaced out. Saab were using specially developed Dunlop tyres for this event which during testing were found to be three seconds quicker over a two kilometre course. Lampinen would also be driving with the Salisbury limited slip differential for the first time as he has in the past driven Finnish Saabs with the older Borg Warner diff.

The rally started on Saturday in what can only be described as mint condition weather—weather which held its perfect behaviour all weekend, in spite of all the rain and gloom predicted by BBC weathermen. The crowds in

## RAC RALLY — INTERIM

# Makinen sets the pace for Ford from Waldegaard's BMW — many retirements



Timo Makinen on Radnor with flat rear tyre. Above: One of the three Opel Commodore GSEs on Clipstone North



York for the start and the huge turnout paying one pound per car at the first special stage, at Bramham, set the pattern for the weekend with more spectators making the annual pilgrimage around the route than ever before. There was an estimated crowd of 10,000 for the slickly organised Bramham stage to watch Roger Clark return the quickest time just one second ahead of Stig Blomqvist though the undoubted crowd favourites were Eriksson and Kullang who perhaps wasted just a little time here (9th and 10th quickest) giving their Swedish Dealer Team Opels a first very side-ways airing. Both Renault Alpines returned unimpressive first times here, Nicholas with Claude Roure co-driving and Therier with Jean-Pierre Vial who was extensively bandaged around his head: the result of a recent accident with Alain Mahé when their car ran under a lorry on the Tour de Corse route. A remarkable eighth fastest on the first stage was Chris Wathen/Brian Hillis with the Vospers of Plymouth RS1600. The three Datsun 240Zs were already showing rather clumsy perform-





Markku Alen/Ikka Kivimäki, Motorcraft RS1600, impressed the large crowd on Saturday with very spirited driving

ances—their braking and handling problems would be paid for heavily during the night in Wales and the sole remaining car of Harry Kallstrom arrived back at York in a lowly 23rd overall. Kallstrom had experienced no mechanical hold ups but complained bitterly of the car's unpredictable handling and inadequate brakes.

With stages four and five, at Blidworth and Harlow, cancelled the fourth run stage of the day at Sutton Park provided the first real drama of the rally—a tightening fast right hand bend the cause of all trouble. This was as far as the Hannu Mikkola/John Davenport Escort travelled this year coming off here heavily. Most unfortunately Mikkola, in holding the car straight and preventing it from rolling, broke a bone in his right hand from the kick back from the steering wheel and the considerable pain from this injury prevented their continuing. The crew were otherwise undamaged. Very unlucky here was Russell Brookes who did what Mikkola managed not to do and turned his works-loaned Escort over and out of the rally, the car now requiring a new body shell. Many other Escorts found the situation impossible too. Adrian Boyd with Robert McBurney (Lombard and Ulster RS1600) flew off and landed so heavily they shortened LVX by almost three inches, crasing the roof, pillars and under body though they managed to continue only to be pulled out of the rally in Wales later in the night after a head gasket failure was using progressively more and more water. Boyd was also in pain when driving from his wrists both of which were badly strained during the nose-in landing at Sutton Park. Markku Alen also left the road here though not so heavily. Tony Fall put the Datsun over the edge here as did Paul Appleby and many others on their first run over Sutton Park.

More cancelled stages followed with only Glasshampton being run with Common, Quarry and Ludlow all out before the early evening halt at Llandrindod Wells before the "real" rallying started with a night of forests visiting all the Welsh favourites. Therier's run came to an end in Glasshampton with a crippling electrical failure. Positions at Llandrindod showed Clark to be holding a very slender lead from team-mate Mäkinen of five seconds with Blomqvist third only 14 s back. Waldegaard 15 s behind Clark followed by Eriksson and Rohri, Lee, Kullang, Eklund and, in an excellent tenth place the new Scottish

Rally Champion Drew Gähler with the Wales Shortest Escort RS1600. Positions with the ladies at this stage showed that Miss Carlsson to be well ahead of Eva Heinonen (Vaux), Rosemary Smith (Escort) and Marie-Claude Beaumont's big Opel Commodore GSE which lacked to be quite a handful on the stages though no doubt one of the most comfortable cars of current times. Walter Röhrl's German Opel was going particularly well a high Röhrl was suffering severe toothache, which was not cured until Sunday night.

Wales did just what was expected and by morning the field was depleted, sorted, spaced out and many of the cars running showed signs of the hard night work out. The night's route (from end) back to Llandrindod (again) at 07:30 hrs (Sunday) involved a route taking in 19 stages starting with Red Lion Hill and Cwm-Ys-Gawen off the A483 section from

Crossgates to Newtown to the two Hafren stages followed by Taries n. the Doveys and Coed-y-Brenins, Clocaenogs one to four and Dyfnant followed before Llandrindod was visited again.

Opel suffered three retirements during the night, with Aaltonen, Kullang and Eriksson all disappearing before morning. Anders Kullang and Ove Eriksson both retiring on Taliesin. Kullang going off and Eriksson with a holed piston which had been going for some time and finally disintegrated here. Two of the three Datsun 240Zs retired on this section with Chris Schuster first to go on the second Dovey stage when he arrived at a tightening left hand bend on a crest and unable to set the car on the brakes he used power to scramble round but fell into the ditch on the exit, well enough off to give up. Tony Fall's rally came to an end in somewhat similar circumstances on Coed-y-Brenin Two when

Simo Lampinen is climbing the leader board after a subdued start





# 1973 INTERNATIONAL RAC RALLY OF GREAT BRITAIN

he went off unluckily landing on a pile of rocks which pushed the pedal box in and, though the car was not badly damaged, he was unable to continue without the use of the floor pedals jammed against the body. Colin Vandervell with Andy Marriott were victims of the one hazard of the fine and clear night—ice which lurked in patches on stages and public road link sections. Vandervell hit ice on Hafren Twc while putting up a performance with his 160 bhp RS1600 putting him in the top twenty league and spun into the bank. After struggling out of the stage Vandervell/Marriott retired after one final blow when a half shaft pulled out just two hundred yards from their service point. As the front wheels were pointing in entirely different directions they decided to retire.

Blomqvist's fine run came to an end on Cood-y-Brenin when the suspension was damaged after clipping an unknown object while ditch hooking round a bend. Though the car was only very superficially damaged both wishbones on one side were bent and the mountings distorted. The jack was used between the wheel arch and the suspension to push it back into line but due to the impact the engine was found to be hanging on its mountings and with severe vibration problems which virtually shook the carbs off. Sig Blomqvist had to retire. Prominent Escorts to retire on this leg included Adrian Boyd with head gasket failure and Vic Preston Jr who called it a day with the same problem at the Capel Bangor control. One car to improve during the night was the lone Lancia Martini entry of Amilcare Baldessieri/Silvio Marga, their Fulvia which was reported to be in much better shape after the Llandrindod control in the morning after a variety of earlier problems.



Above: Jean-Pierre Nicolas with the one remaining Alpine on Doves 1. Below: Second place man Birta Waldegard on the first Doves stage







Eeva Heinonen sets her Volvo 142 up for a left-hand bend early in the rally



Above, Shekhar Mehta surprised many with his performance in the Datsun Sunny Below Tony Fall on Dovey with his ill-fated Datsun 240Z



## 1973 INTERNATIONAL RAC RALLY OF GREAT BRITAIN

had been successfully sorted out.

The first stage after the morning control proved quite a problem for many. Richard Hudson-Evans quite possibly the unluckiest after rolling the Team Optrex Peugeot on an uphill section but managing to continue. Pat Moss-Carlsson's run ended whilst leading the ladies section when after a puncture the Alpine slid off into a log pile. Punctures seemed to be the order of the day here and Mäkinen, Andersson and Allen all suffered deflated left rear tyres with Per-Inge Walfridsson going one better in having both offside tyres flat.

Other drivers to suffer during the night included Robin Eyre-Maunsell who ended a trouble free run with the Chrysler Dealer Team (Ulster) Imp when he put it off on the first Dovey at a fast left hand bend. Tom Seal lost time on Tarenig after a ten minutes excursion going off backwards. Colin Grever had trouble here too, putting the old Volvo 131 off 100 yards farther up the same stage. Paul Appleby's RS1600 came to a grinding halt on the first Hafren with a severed oil pipe and Will Sparrow's DTV Vauxhall Firenza also suffered a mechanical failure when the camshaft failed on the third Cloccaenog stage. George Hill's Firenza suffered from a sporadic misfire on three cylinders for much of the first leg and Hill also lost time when the axle failed just 100 yards into one of the last stages on Sunday, at Billing. The larmac stage at Burwaton on Sunday morning was the scene of Barry Lee's second excursion when he arrived too fast for a tight and slimy corner and put the car deliberately off to minimise lost time in becoming stuck. Tony Fowkes did just the same thing at the same bend though Fowkes was less fortunate and disappeared off the outside of the corner losing much more time as spectators fought to push the car back on. Two other Escorts lost on the first loop included Peter Clarke who retired early on and Paul Faulkner who retired after rolling the car.

Positions at York for the first 30 cars overall at York was as follows







**Every single T.V.R.  
is fitted with Avon textile radials  
as original equipment.**







John Watson takes the B26 Chevron to its first victory.

## CAPE 3 HOURS

# Watson/Scheckter win for Chevron despite troubles

By JEFF HUTCHINSON

John Watson/Ian Scheckter took the Gunston backed Hart BDA powered Chevron B26 to its first ever race victory when they scored a comfortable victory at Capetown's Killarney circuit last Sunday.

Their victory came after a race of changing fortunes which saw the Crownes racing Lola T202 lead strongly in the opening laps until a front suspension failure caused it to drop back. However, Eddie Keizan and John Nicholson worked back up to second place by the end albeit three laps behind the winning car.

Few of the other leading 2-litre cars managed to finish the race. Dave Charlton was out early on in the works GRD after a drive shaft broke while the Hine/Grob Chevron and the Lucas/Abrahams Lola were both sidelined out on the circuit with defective starter motors.

For a while it looked as though there would be no race at all with a government ban on motor racing because of petrol shortages but a special ruling was made to allow this race to be run although the rest of the Series looks to be in grave doubt.

## ENTRY & PRACTICE

Cape Town, the second race of this year's Springbok Series, was the race that nearly wasn't. After a week long break to prepare the cars following the Nine Hour race some of the teams started the long 1000-mile drive south from Johannesburg to Capetown the following Monday while other teams left on Tuesday evening. Imagine the drama when the South African radio stations announced that, "Owing to the power crisis the Government have imposed a total ban on all private flying, speed-boats, and motor racing. Suddenly everything was stopped. Everybody sat around long faced thinking about the consequences of such a decision. Flights were cancelled, changed for the next plane back to England—things looked bad.

Luckily, thanks to series organiser Alex Blignaut and the Capetown organisers, 24 hours later we had a race. Blignaut had got straight on to the Government, explained the situation, and for Cape Town, at least, we had a race.

The Portuguese announced similar measures a day later and the Lourenco Marques race due to be run next weekend was definitely cancelled, while we still have to wait another week to find out if Blignaut can swing permission from the government to hold the final two races of the series at Welkom and Pietermaritzburg.

A confused and still somewhat depressed collection of teams finally arrived at Capetown's Killarney circuit, many of them after driving non-stop for two days in order to make the race after losing a day in Johannesburg waiting for the decision to be made.

Practice was limited to Friday afternoon for 90 minutes. Most of the teams were ready by this time although there were a couple of the 23 arrivals that did not make it for various reasons.

One of the non-practisers was the new Chevron B26. Not because it had not arrived in time, but because after some unofficial testing on Thursday afternoon it was in no condition to practise on Friday. John Watson slid off the track and into the sand on the exit of the medium fast left-hander at the end of the pit straight. This resulted in a couple of bent suspension links and damaged bodywork which took most of Friday to repair. Since the last race Derek Bennett had new front uprights made, stiffer roll bars and other tweaks to get the car handling better and as it is a prototype there were no instantly replaceable spares to refit. Watson and his co-driver Ian Scheckter were destined to start from the back of the grid although during the unofficial pre-race practice hour on race day he set a time of 1 m 13.0 s which would have put him on pole position had it counted. Scheckter set a creditable 1 m 13.7 s after only four laps in the car.

Fastest official time was credited to the talented South African driver Eddie Keizan at the wheel of the repaired Crownes Embassy Racing Lola BDA T202. Keizan set a best of 1 m 13.31 s to take pole position, although with the official lap record standing at 1 m 11.8 s for a 2 litre sports car, when Helmut Marko and Brian Redman had a great dice for the lead two years ago, either the track or standard of drivers is not what it used to be. Sharing the driving with Keizan for the rest of the series was engine man and Atlantic racer John Nicholson who acquitted himself very well with a time not much slower than Keizan's despite this being his first attempt at sports car racing.

Second place on the grid went to the John Hine Ian Grob KVG Chevron B23 despite serious engine problems throughout practice. Their 1030 Smith built FVC would not run cleanly and so after practice they changed it for the spare 1980 Smith FVD unit. Even with their problems Hine had set a best of 1 m 14.83 s, showing that he had certainly not lost any of his old touch despite very little racing this season.

Just a little slower and heading the second row of the grid was the works GRD, on 1 m 14.91 s. Dave Charlton was again driving the car, but with a stand in, "I was only here for a holiday" Mike Hallwood sharing the driving after Derek Bell had decided that it was not really worth rushing out for this race until it was decided that the rest of the series was definitely going to take place.

Charlton spent nearly all of practice in the car before Hallwood went out and after a few changes soon went half a second a lap quicker before the chequered flag came out. On race day the wrong gearing prevented Hallwood from going even better and so the car started the race very much "experimentally" as far as Hallwood was concerned.

Also very close on 1 m 14.93 s was the John Abrahams Charles Lucas Lola T202 being powered by a Geoff Richardson BDA motor. "Luke" seemed very happy with the car and with his time of 1 m 14.93 s until he found out what the cars were doing a couple of years ago.

Next car up was the Chevron FVC B21 of John Rowe, Rowe having just graduated from an FVA motor and still feeling his way into the extra performance. His best was a 1 m 21.53 s, the brave South African attempting the whole race single handed.

Next place on the grid went to none other than Basil van Rooyen whose Chevrolet Firenze V8 was going much better after some sorting since the last race. Van Rooyen breaking his own outright saloon record of 1 m



25.0 s with a best of 1 m 22.55 s. Frank Gardner was also going well in his car which he had helped improve considerably. "It is still nothing to write home to your mother about, but with some softer springs and roll bars it's not coking wheels in the air like it was doing" quipped Gardner.

The tight corners and short straights of Killarney circuit suited Martin Birrane's Porsche Carrera much more than the high speeds of Kyalami and they set seventh quickest time of 1 m 22.78 s when Guy Tunmer went out to practice on Friday afternoon. This time split the second Firenze V8 of Nola Nieman/Giovannoni, Nieman completing the fourth row of the grid with a best of 1 m 22.96 s.

The G4 class winning Datsun 240Z of Geoff Mortimer Arnold Chatz headed the fifth row with a best of 1 m 26.75 s, the special G5 version having returned to Japan after the nine hour race. Sharing the fifth row with the Datsun was the Alfa GTV of John Gibb Len Booysen with a 1 m 28.55 s.

The rest of the grid was made up of a collection of local saloon cars ranging from good to terrible, the Index-class winning Toyota Celica of Koon Swanepoel Garth La Reserve heading this group.

Sharing the back row of the grid with Watson was the Doug Drysdale Roger Harridene Chevron B21, also running a full 1800 cc FVC for the first time. This car was one of the late arrivals and missed the official practice session.

## RACE

By the time the cars lined up for the 2.30 pm start most people were already feeling exhausted from a morning under a scorching hot sun shining from a clear blue sky.

As the flag fell it was the Keizan Lola which jumped ahead with Hine and Charlton close behind. Rowe and Lucas came next while by the end of the first lap Watson had already put himself in sixth place. Watson was in fourth place by the end of the second lap, but then a spin under braking for the same corner which had seen his demise on Thursday saw him struggling out of the sand back to sixth place again next time around.

Keizan was going well up front pulling out a second a lap on Hine who in turn was keeping Charlton at a safe distance in third spot. Charlton's race was not to last much longer however, for on lap 10 he also fell foul of the sand at "Watson's" corner but stayed put. The splined end of the right hand driveshaft coupling had sheared and sent Charlton off into the sand half way around the corner. Very angry he returned to the pits while Hailwood returned to the beach.

Watson was up into third place after Charlton's demise and was soon chasing Hine for second which he took after 15 laps and then closed to within two seconds of Keizan. By this time only Keizan, Watson, Hine and Abrahams were on the same lap, the latter trailing, however, and also about to be passed by Keizan.

Just as it looked as though the battle for the lead was going to get interesting, Watson rushed into the pits on lap 22 to have a tyre changed after he complained of handling problems and thought it was going flat. In fact it was OK and it was not until a later stop that he discovered that the rear anti-roll bar connecting link had broken. This stop cost him exactly a lap and he returned to the race in fourth place ahead of Rowe.

Behind the sports cars a great dice between the Firenzas of Nieman and van Rooyen came to an unscheduled end when van Rooyen retired to the pits with a broken left-side half shaft. Again a disappointed van Rooyen was out of the race so soon while Frank Gardner had yet to do a lap in anger in the car after two races. However van Rooyen kept his gear on and prepared to take over from Nieman in the other car, the young Nieman thrilling the crowd with some great displays of slide-ways driving in the second Firenze, setting a new saloon record of 1 m 23.0 s. Tunmer came next in the Birrane Porsche Carrera while Mortimer was trying to hang on behind in the Datsun.



Eddie Keizan/John Nicholson took the Crowne Lola to second place despite a front suspension failure. Here they lead the KVG Grob Hine Chevron.

By the end of the first hour Keizan was still a lap ahead of Watson who had taken second place again from Hine who was a further lap down suffering from falling oil pressure. He was still well clear of Rowe however, who in turn was a safe couple of laps ahead of Tunmer, the latter having taken fifth place when Nieman made an unscheduled stop for fresh front tyres and then lost a lap for a push start.

Before half distance it was beginning to look as though we would not have any finishers for Hine and Keizan both pitted together leaving Watson the lead which he and Scheckter were never to lose. Hine stopped for more oil, the car taking almost a gallon before he got going again, while Keizan's problem was even more serious. The centre rod of the front left shock absorber had broken and the car collapsed onto the nose section. Fortunately it was the slow corner before the pits and Eddie was able to make it back to the pits, but by the time he continued he was six laps behind the Chevron and in fourth place overall behind Hine and Rowe.

Abrahams had gone out a few laps before this when his car rolled to a stop with no fuel pressure and/or a suspected electrical fault. Whatever the cause it was not worth fixing for the starter motor was also broken and so the car could not restart under its own steam and would have been disqualified for a push start on the circuit.

With just over half distance gone the Chevron was back in business with Scheckter taking over the driving at an easy pace. He stopped again after 25 m to have a flat rear tyre changed and then again a lap later to say the car was handling very badly on left handers after it was changed. Derek Bennett thinking that the run in a flat tyre might have knocked the rear suspension settings out. But despite a series of slow exploratory laps Scheckter was soon back to reasonable times and he never looked like losing his lead for the rest of the race, which he didn't.

Hine looked set for second place until he handed over to Grob who did one lap before going off at the end of the pit straight. "I got to the corner and the brake pedal went almost to the floor. By the time I pumped it up again

I was going too fast and slid off into the sand. Unfortunately the starter was not working so I was not able to restart," said Grob.

By this time Keizan had worked back up to a fine second place again although there was no way he was going to catch the Chevron unless it had a long unscheduled stop. After almost two hours at the wheel Keizan handed over to Nicholson who retained second spot to the end eventually coming home three laps behind the Chevron.

John Rowe finished a distant third despite last minute overheating problems when a lump of paper got stuck in the radiator grill. Rowe had driven a fine race single handed although he was a total of eight laps behind the winning car. Fourth went to the Nieman/van Rooyen Firenze which pulled away from the Birrane Porsche after Birrane stopped to have the clutch adjusted which took even longer when the marshals made the mechanics get the stoplights working again.

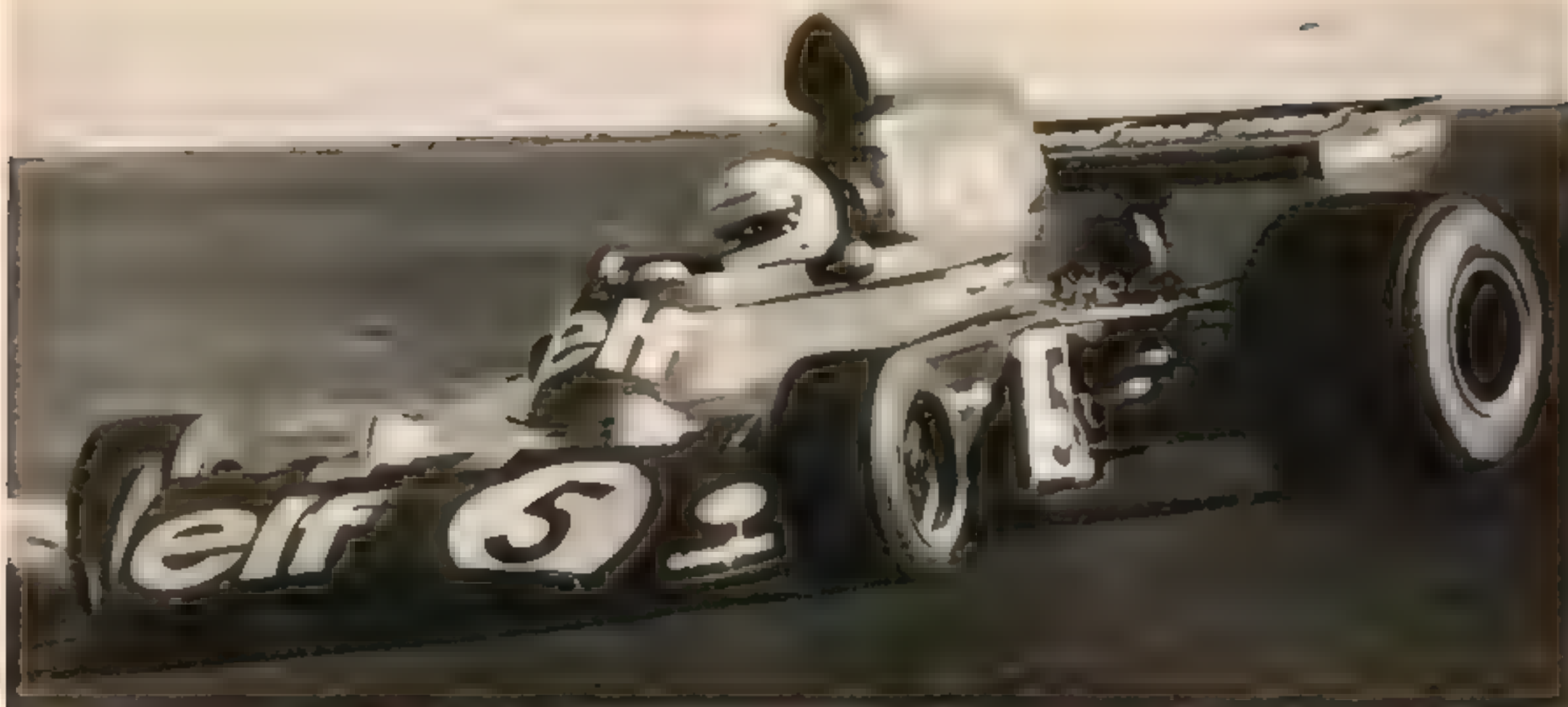
In the closing laps of the race Chatz was challenging hard for fifth place and looked as though he was going to take it from Birrane with just a couple of laps to go, but then a spin after he ran out of brakes saw Chatz finally come home sixth half a lap behind. Other than a puncture and the brake problem the Datsun once again ran like clock work, the same engine still in since Kyalami. Another perfect performance was put up by the Toyota Celica of Swanepoel La Reserve, these two taking seventh place, only a lap behind the Datsun and comfortable winners of the Index prize.

Chevron's win now puts them favourite for the total once again this year after scoring a second place in their class in the nine hours race.

### Cape Three-Hour Race Springbok Series round 2 Killarney November 17

1	John Keizan	Watson	an	Scheckter	Charron	Man	80A
B	37	14m	447	5	4m	13	44h
2	Eddie Keizan	John Nicholson	Loa	BoG	2202	134	14
3	John Rowe	Chevron	FVC	B21	129	40s	
4	Nola Nieman	van Rooyen	Charron	Firenze	VB	4	
5	Martin Birrane	Guy Tunmer	Porsche	Carrera	R5R		
6	Arnold Chatz	Geoff Mortimer	Datsun	240Z	140		
Fastest lap: Watson 1 m 33.5 s 43.8 km/h							
Index of Performance: Swanepoel 4.4 m/s Toyota							
C	4	105	2	Guy Booysen	Alfa Romeo	GTV	
10	3	Nieman/Giovannoni	Chevrolet	Firenze	VB	104	49





Jody Scheckter during his first tests with the Tyrrell at Paul Ricard at the beginning of November (above). Scheckter in cheerful form (below)

## Jody Scheckter's move to the Tyrrell team

By EOIN YOUNG

"I told him that he's not supposed to win Grand Prix races for me yet. I want one World Championship point from him in the Argentine Grand Prix and two from Brazil," says Ken Tyrrell, the team manager who has hired 23-year-old South African Jody Scheckter to replace Jackie Stewart who led the team to win the World Championship in 1973 and then retired. Scheckter will be partnered by Frenchman Patrick Depailler, 30, who is rated very highly by talent-spotters Tyrrell. "If Scheckter can maintain that rate of point-scoring progressing upwards during the season it shouldn't be unreasonable to expect that he could win a Grand Prix for us towards the end of the season."

For a young man like Scheckter the Tyrrell drive is the chance of a lifetime, but he is also very much aware that he is being thrown in at the deep end. Gone is the brash almost childish air of the young superstar who led two of his first three Grand Prix races and stormed into Formula 5000 to win the L&M Championship in North America in 1973. Put yourself in Scheckter's large-size shoes from his first single seater drive in a Formula Ford at Brands Hatch in 1971 his angle of attainment has been a most vertical one.

At the end of the 1972 season he was driving a McLaren Grand Prix car and at Kyalami and Paul Ricard in 1973 he was fast enough to lead the race. Superstar seemed like a modest title for a young man going places in such a hurry. Then came the crashes. The first was towards the end of the French Grand Prix when Emerson Fittipaldi pulled him off the track in a desperate effort to get into the lead after Scheckter had run out front all through the race. It was generally accepted then that Emerson was at fault. Two weeks later the blame for the crash was firmly on the broad shoulders of Jody David Scheckter who skated sideways out of Woodcote on the first lap of the British GP at Silverstone while running third and triggered the biggest crash in Formula 1 history. After that there were assorted accidents in Formula 5000, and a coming together with Francois Cevert's Tyrrell in the Canadian Grand Prix that put both cars out of the race and may have

prompted the McLaren team management to release their headstrong young driver from the final year of his contract.

It almost seemed as though he had been racing on his reputation rather than making use of the early flare of natural talent that everyone had talked about.

With the McLaren contract gone did it mean that Scheckter had been cast up on the beach of racing just as suddenly as he had appeared on the horizon? A succession of events combined to put Scheckter not only back in the water, but walking on it.

Like other drivers he had figured that Jackie Stewart might retire at the end of the season, so between the Canadian and United States Grands Prix he tried to contact Tyrrell in England but without success. His first serious discussion with Tyrrell came in secret in a motel room at Watkins Glen and Scheckter was signed on the morning of the first practice session.

"He was told that he would be a member of a 2-car team but that he wasn't to ask any more questions because there would be no answers," recalls Tyrrell, who already knew that Stewart was planning to retire but had been sworn to secrecy. The Tyrrell ideal was to keep Francois Cevert as the team leader, the French blue flagship of the Tyrrell fleet and to groom Scheckter and bring him along carefully as he had done earlier with Cevert.

Cevert's violent death on the final day of practice caused the withdrawal of the Tyrrell team in a gesture of respect but it also had the effect of promoting Scheckter to number one driver in the Tyrrell team if Ken was unable (or unwilling) to hire another "number one". So the careful Tyrrell plan was tragically shattered and as Ken says "now it will be like starting all over again in Formula 1. We certainly don't expect to win the World Championship again next year and I've told my drivers that."

For Scheckter the prospect of leading the Tyrrell team next year is a daunting one and he is suddenly aware that racing is not the game, not the horseplay with Hulme that it used to be. "It's going to be bloody hard.



"I would really have liked a year under Jackie but someone will lead me and I have to follow now. I'm going to have to feel my way for myself."

Now he has responsibilities to the team that go beyond mere personal prowess, and he knows it. "Everyone relies on me now and I've got to put my mind to making sure of things like packing my gloves, and overall, and looking after the car. If I forget something now it isn't just a nuisance, it could ruin a day of testing for the team when the mechanics have worked hard getting the cars ready. It all centres around me now and the whole factory is hoping that I'll do well. I'm very much aware that Jackie before me was such a professional and now they're getting a guy with not much experience. I know Ken says he's not expecting a lot in this first season, but I'm still following in the path of the best driver in the world. It's going to be bloody hard."

Scheckter's career in Formula 1 has been so instant and immediate that last year must seem like last century, but it was during his formative days in Formula 1 that he was adopted by Denny Hulme who probably saw a spark of himself in the shaming innocence of the South African, a lot of the raw Kiwi who arrived in England in 1960 with a racing scholarship from home and a fair amount of natural talent. What he lacked was any semblance of organisation and his career



subsequently suffered because of it. He drove his first Formula 1 car in a race at Snetterton that first year, but it was four years before he drove his next Formula 1 car. The Hulme of today is a driver who has surmounted pitfalls and come out on top but he knows that just talent isn't enough—you've got to be able to make the most of that talent.

It was Hulme who presented Scheckter with a similar scholarship to his own "Driver to Europe" award at a dinner in South Africa in 1972, but he couldn't have known then that the big boned gangling youth would be ranging alongside him on Grand Prix grids before the end of that season.

Scheckter was born on January 29, 1950, in East London, a South African beach town that had hosted international motor races since the 'thirties. In a straight struggle between cars and the surf, the cars narrowly won. Hulme had grown up at Te Puke in New Zealand and spent all his spare time on the nearby beaches. Both were colonialists. There seemed to be a bond.

Scheckter realises now just how much help he received from Hulme. "Denny did all the work. My car was set up according to the things that Denny found out in testing and in practice. I could have missed practice altogether and hopped straight into the car knowing that it would be ready to race—no, I'm only joking, but you know what I mean. It's all different now. This first season is going to be like a cram course for me, and I know that I may not show up as well as if I had someone to lead me; it's going to take me a couple of days to find out something that a driver like Jackie or Denny could have told me in a couple of minutes. But I've found in testing at Paul Ricard that I can work well with Ken. He's practical and we can discuss things well."

When you get to be instant good like Scheckter, you can reckon that some of your opposite numbers may not rate your ability quite as highly as the press seem to.

"It took me a year and a half to go through Formula 3, Formula 2, and into Formula 1. I was progressing quickly and I obviously wasn't always looking smooth like Denny Hulme on the track. People were saying he's just mad, he's trying to show himself up. Well that's true to a certain extent. I was, because I was trying to get on to the next formula, but Formula 1 is the top in motor racing and if you start to go well people tend to accept it rather than try to knock you for it, because they know that it's you going well and not them going badly which may lose them their place. I think they accept it as it is and everybody is doing their job and going motor racing."

It was difficult to knock a young driver with such demonstrable talent who drove the 1972 United States Grand Prix as though he'd been driving Formula 1 cars all his life. Instead of just that weekend. He was a comfortable fourth behind the two Tyrrells and Hulme's Yardley-McLaren when a freak rain shower caught him out and he lost a lap to finish 9th. His next Formula 1 race was the South African Grand Prix at Kyalami and when Hulme stopped with a puncture in the new M23, Scheckter led for two laps before being passed by Stewart who surged on to win in the Tyrrell. Scheckter hung on in fourth place before his engine failed only four laps from the chequer. Now he knew what it was like out in front with the entire Grand Prix field at his heels. Next time he would make the feeling last longer. But the next time was a long time coming and it was the French Grand Prix on the parched Paul Ricard track in the south of France before Scheckter was given another Grand Prix drive while Peter Revson stayed at Pocono to start the "500" from pole position in his M18C Gulf-McLaren.

Scheckter split the World Champions, Stewart and Fittipaldi, to start from the middle of the front row in a new M23 for the first time and when the flag dropped it was Scheckter marching along in front. He was to lead for 41 laps before Fittipaldi tangled with him in a passing manoeuvre that didn't come off. Fittipaldi was hotter than a Brazilian bandit's pistol, but when the

shouting had died away the blame for the incident was not directed at the South African.

So the stage was set for Silverstone and the British Grand Prix. Between times he had been racing a Trojan and a Lola for Sid Taylor on the American F5000 series and matter-of-factly winning four of the first five races in the championship to rack up \$100,000 in winnings while he waited for his next Grand Prix start.

In practice at Silverstone Hulme and Revson had qualified their two Yardley-McLarens on the front row while number three man Scheckter was battling back on row 3. Fortunately for Scheckter he was line astern to Peterson on pole and Stewart in row 2 so his start was applied perfection and he was immediately in the wake of the leaders. Hulme saw him coming up in his mirrors, obviously moving faster, and as they swept up from Abbey and under the bridge Denny moved across and waved Jody through going into Woodcote—which left him with a close-up view of the beginnings of the enormous crash. First descriptions blamed a tyre but Hulme put it down reluctantly to a driver error on the part of his protégé. On reflection, Scheckter seems to agree although he does stress the fact that there were extenuating details like dripped oil and water from the grid where the cars had formed up through that fast turn only a few minutes before.

"I discussed the accident at some length with the team because at this stage in my career I wanted to discuss it to see if I was at fault and I was at fault because whatever it was that caused the accident, it caught me out and I'm not sure that Denny would have been caught out . . . maybe with more experience it wouldn't have caught me out

by 4 o'clock, and Scheckter is being measured for the cockpit, looking almost embarrassed at sitting in the racing car in his stocking feet with Jackie Stewart's name on the side of the cockpit. Tyrrell jokes about the enormity of Scheckter's trendy shoes. Scheckter complains that designer Gardner, watching it all with his pad and pencil noting comments, won't let him move his feet around the pedals. "The cockpit is so small." We wondered about automatic transmission so that doing away with the clutch pedal would make room for his big feet. The mechanics, used to working with Grand Prix winners now set about preparing a car for a driver who has never won a championship point and has instructions to win only one in his first Grand Prix next season. What does the enigmatic New Zealander Roger Hill feel about starting all over again with two "rookie" drivers after working with a driver like Stewart who brought the Tyrrell team 25 wins and three World Championships? "1974 will be a whole new scene."

Scheckter complains about the price of houses near to the Tyrrell headquarters and then talks about having a Carrera Porsche for the coming season. He has a right to be confused. In the two years since he first drove a Formula 1 car he has tasted the thrill of leading and has plumbed the depths of mortification and despair at being the cause of an accident among racing's elite. Now he's back on top with a man like Ken Tyrrell to groom him for the World Championship just as surely as he guided Jackie Stewart to the top.

Away from the races Scheckter is exploring new territory, discovering new situations, meeting new people and still coming to terms with the magic of a new medium—television. If he ever stood straight he would measure



Scheckter's final race with the McLaren team in the M23 at the 1973 U.S. GP

but whatever it was, I don't think it was just going too fast for that bend. . . ."

The Tyrrell has not been regarded as the easiest of cars to drive, although the calibre of the drivers put it on a par with the Lotus 72 and the McLaren M23. Designer Derek Gardner says the car was 100 pounds overweight, and when Chris Amon was brought in as number three driver for the two final GPs this season he said he found the car demanding and not very forgiving. After testing with the Tyrrell team for the first time at Paul Ricard in late October, Scheckter says he found the car quite light to drive and discovered that it responded well to being driven sideways, barking back to the "old days" three years ago in Formula Ford when his nickname was "Sideways Scheckter." He does admit, however, that lap times were comfortable rather than quick during the tests, and that the car may have surprises in store when he begins chipping at the final fractions of a second that make all the difference between driving and racing.

Down in the Tyrrell workshops at Ripley in Surrey, the November night has drawn in

five feet ten inches and scales 170 pounds with a careless look about him that he must almost have to concentrate on to maintain. In fact he's a health nut, absorbed in keeping fit, weight lifting, running, playing squash and quaffing vitamin pills. His South African fiancée Pam goes to races with him. He has bought a small house at Sandhurst and he drives a Cortina station wagon.

But all this modest living was \$100,000 ago and it will be interesting to see if success will change Jody Scheckter's way of life.

Did he really ask for £100,000 a year when he talked to Ken Tyrrell? Ken doesn't say. "The money was never a problem. That side of it took less than a minute to settle. . . ." So either Tyrrell thinks £100,000 is nothing, or Jody isn't getting it. I prefer to think it's the latter, and that Scheckter may be smart enough to trade instant earnings for potential opportunity in the future.

I certainly don't envy Scheckter, squashed into Jackie Stewart's championship shoes, as he takes the grid in Argentina on January 13—aiming for sixth place.





"In fact, one could say that this year FF has stepped into the shoes of Formula 3 for excitement and close racing"

## BOB CONSTANDUROS

I've been to a couple of festivals this year. No, not beery Munich ones where the prima donnas down litres of lager, nor muddy, poppy ones at Reading or Windsor, but the motoring sort. They didn't have to be called festivals, but they were, and as such, they should have attracted crowds that came to see masses of good racing, in a festival atmosphere. Well, one of them certainly was that, but the other? Not really, but it should have been.

Some time during our excellent summer, I was dispatched down the A20 to cover the racing side of something called the Festival of Speed at Brands Hatch. I was going to have to report on four car races and then I could go home, and with a bit of luck would finish the report early and retire to one of those nice pubs on the Thames and sympathetically think of all those poor people stuck outside Brands Hatch in an enormous queue on their way back from the sea.

However, Brands wasn't its usual self that day. The Paddock was not only home to the normal racing crowd, but go-karts and a collection of cars that resembled the survivors of the Baja 1000 and the also-rans of a particularly vicious GI race in the States. Furthermore, the advertising of the Festival of Speed seemed to have bolstered the crowd up into the profit margins fairly handsomely, and perusal of the programme showed that when all the ordinary racing was over (and yours truly was due to retire), everyone was expected to converge on the Clearways loop and watch classes of racing for Anglia-roads, Mini-roads, Superstox and Bangers.

Forsaking the thought of that waterside pub, I too, converged on the loop in the glorious sunshine to watch this extraordinary form of racing, which is relatively hard to follow, but has its amusing moments, and yet looks extremely dangerous. Being dry and sunny, clouds of dust soon obstructed the drivers' view, and as they came on upturned cars on the track, it was obvious things were going to have to be stopped for a while to clear up. A sweeper was in permanent attendance so it didn't really stop things for long. Cars ran round with three wheels (which must do the track a lot of no good) and a good time was had by all but the BMW driver, of whom Tony Lanfranchi would not be proud, who unfortunately retired on the first lap of the banger race and appeared to have suffered such a niff in the side that he was mildly hurt. But in general, it seemed remarkably safe for the drivers. The spectacle, however, did wear off on your reporter, and thirsty thoughts from a parched throat led him back to London.

However, there was no denying what a spectacle it had been, and how popular with the paying spectator. This year has been his year. The gloominess of last year's miniscule gates has worn off, and the culmination of Mexico celebrity races, DJ days, pop days and TV days have all had their effect of drawing the crowds back to the circuits. And here, in this Festival of Speed, with a variety of motor sporting events usually rather isolated from one another, was an effort which had also brought in the people on what was the

sort of day which would attract people in their swarms to the beach. Perhaps the only unfortunate thing about the day for the purist was that the fans seemed to be more the stadium followers who thought the "pure" motor racing rather boring and were really there to see their idols of the ovals.

And so to that other Festival. The Formula Ford festival took place earlier this month and provided the sort of racing that the Formula usually provides. In fact, one could almost say that this year FF has stepped into the shoes of Formula 3 for excitement and close racing. What's more, it goes on all the way down the field, and while 130 Formula Ford cars may be the most confusing and possibly boring racing to the casual spectator, to the informed and knowledgeable chap, it is one of the most exciting forms of racing that a day can provide. This year, indeed was no exception. The winners were mostly different and the vast variety of competitive cars made the marques competition of interest too.

However, what was really sad was that so few people came out to see fun. I know that Snetterton can be pretty beastly in mid-summer and that in November, spectators have been known to be frozen to their seats for the day, but it really did warrant more interest from the enthusiast than it received.

The solution? Well, there are two really although one is basically rather impractical. That is to move the fixture rather earlier into the season, but the drawback would be that other fixtures would clash and drivers would be holding their cars somewhat in reserve for the next championship round of whichever series they were following. The other idea, and one which would perhaps anger the organisers of the past two years' events, the BRSCC East Anglian centre, who are second to none, is to move the entire fixture to Brands Hatch, where I'm sure an excellent crowd would relish the sight.

Lastly, on the festival side, was the "end of term" party. You've probably guessed from various Purely Personals that we at

AUTOSPORT enjoy a party, and that we believe such festivities to be a good way to end a day's racing. Perhaps the remarkable thing about Snetterton was the number of people reported still to be there at 11.30 in the evening after the race. The bar was certainly full early in the evening, and one hopes that Snetterton's Clubhouse, and other Clubhouses may make a healthy profit out of that side of things in the future.

## F4 to the fore?

Formula Four has come in for a good deal of copy bashing in the past, and this magazine and reporter has been as vociferous as any. The tide, it seems, however is on the turn and next year's Low Cost Racing championship looks like being better than those of the past season's. Anyone who has seen a Monoposto race this year will know the excitement of the club single seaters which aren't Formula Fords, and this year Formula Four has really looked up. Some of the deserters who went to F3 are coming back into the F4, and others are definitely seeing the potential in the one litre formula.

Of course, it's not the first time that a one litre formula has looked good, and there's many a respected and experienced journalist who will sing the praises of the one litre F3 days louder than any other's. Although some of the old Lucas and Felday engines are looking and sounding a bit tired, the racing is as close, and the chassis next year may well bear the resemblance to the back half of an F3 grid this year, for there will be both CRDs and Ensigns in next year's series. Perhaps we should bear in mind that F3 used to be pretty much a club Formula and has possibly outgrown itself. Low Cost Racing's Formula Four has had the very hardest of initiations and where others have failed (take a bow, F100), it looks like surviving the storm and will hopefully revive the 1 litre following of the old F3 I, for one, wish it luck.

Formula Ford festival racing at Snetterton. Doesn't it deserve more spectators at a better time of year?





# Dealer Team Vauxhall Sportparts.

## Demonstrations given most weekends.

One of the nice things about DTV Sportparts is that you can see them in action most weekends. Either on the race track or the rally circuit. On DTV Team cars and private entries.

And because DTV Sport Dealers are so enthusiastic about the sport and their competition parts, many of them compete themselves. With great success. But only with hardware that they sell over the counter to any Vauxhall owner who shares their love of the sport.

This way you get fully proven and reliable parts. Parts that you can fit yourself or have fitted during a full race/rally preparation service that your DTV Sport Dealer will carry out for you.

Like the popular examples here:

### Race/Rally Sportparts.

Special gas-flowed cylinder heads. Fuel injection equipment. Special carb kits and manifolds. Special exhaust systems. Heavy duty clutches. Limited slip diffs. Competition brake linings and

discs. Choice of axle ratios. Heavy duty shock absorbers. Roll bars, seats and belts. Negative camber kits. Lightweight body panels. Performance camshafts. Oil cooler kits. Dry sump kits. Fire extinguishers and cut-off switches.

### Rally Sportparts.

Sump guards. Lamps and brackets. Map reading lights. Heavy duty alternators. Heavy duty suspension parts. Fuel tank guards. Mud flaps. Map pockets. Fly-off hand brakes.

Another nice thing about Vauxhalls, especially OHC Vivas and Frenzas, is that their in-built reserves of strength combined with the expertise of Dealer Team Vauxhall, give you a highly competitive machine that doesn't cost you a fortune.

Results prove it.

And the list of DTV Sport Dealers in the classified section of this issue proves that your nearest one is not very far away now.

Why not pop round for a chat? You'll get an enthusiastic welcome!





# Colin Vandervell

By MIKE DOODSON

You've been variously quoted as saying that you're going to retire from racing. What brought about the decision?

After the Formula 2 fiasco this year, I had decided that it was either Formula 1 or nothing. I'd had two reasonable F2 drives with the Aquabatten March, but I realised that to carry on would have meant spending a tremendous amount of time on the continent. And with the new business that I've bought, Eurosil Limited, I decided that I just didn't have the time to spend 23 months away during the summer months.

There wasn't any other form of racing that appealed to me. Formula Atlantic has been good for me, but internationally it's not yet well established and there are only four or five competitive drivers doing it at present.

I don't know what's happening to F2 next year, so that left Formula 1. When I started racing cars in 1969, I wanted to get into F1. But I said to myself at the time that if I kept on coming second, without consistently winning races, then I would pull out.

This year, in F2 and Atlantic, I've had something like 12 or 13 second places. This helped me to make the decision. Quite honestly, I don't think now that I'm ever going to win Formula 1 races, and fifth or sixth isn't good enough for me.

What's more, I don't think I could put my mind 100 per cent on Formula 1. I'm not prepared to go into it like that, because it's a full-time occupation. I've had a couple of F1 offers, but apart from the business issue I felt quite honestly that the money wasn't enough. If I'm going to drive F1, I expect to be paid F1 money; obviously I wouldn't expect to be paid top rate, but I'm not prepared to step into F1 for £4000-£5000 like most people when they're starting.

There is still a possibility that I may be doing Group 1 saloon car racing next year, but this is very open at the moment. Business clearly occupies more of your time than racing. Is it possible to do both successfully at the same time?

While I've been racing in Formula 3, Formula 2 and Atlantic, I don't consider that my track performances have been affected at all by my business, because I've tackled racing reasonably seriously.

In Formula 3 it was a combination of things. In 1971 I just picked the wrong chassis (Brabham) and the wrong engine (Rowland). Last year, 1972, my problem was that I had a good car (Ensign) and engine (Vegantune), but the combination just wasn't as good as Roger Williamson's.

If you look at the 1972 results, you'll find that Mike Walker and I in the Ensigns were second and third throughout the Sheel championship, and I finished second overall. You must also remember that I did absolutely no club F3 racing. I concentrated on Mexico instead, and had a lot of fun.

Has racing paid off for you? Do you really enjoy it?

Luckily I haven't had to make racing support me, because I've been working in my business during the week. I haven't made as much money in racing as I would like to have done, but I have always made a profit from my participation.

To be quite honest, I don't think I enjoy racing 100 per cent, and this has been my trouble. I quite liked Formula 2, although I was quite surprised that the cars weren't as quick as I thought they were going to be.

It's all very technical in Formula 2—wing angles and all that sort of thing—and I was a bit lost in the dark over this. But luckily Ray Wardell of March helped me enormously over the year, showing me how to set the car up and giving me a hand with gear ratios,

that sort of thing.

This was especially good since we had virtually no testing at all, and that upset me enormously, especially since Jarier was testing once a week at least. The results speak for themselves, up to the point when I packed in F2 after Karlskoga. I had two seconds, a third, a fourth, and seven non-finishes.

Not finishing isn't my scene. I'm one of those people who don't spin and don't blow up engines or gearboxes, I keep going, and I'm sure that if I'd had the reliability I could have finished third or fourth in the championship.

What sort of agreement did you have with March for 1973?

At the present I'm not prepared to give you the exact terms of the contract, due to a dispute which I have with March Engineering on which I shan't comment.

What I will say is that I was told at the beginning of the year that Robin Herd had wanted me to drive one of his cars for three years. I tested a Formula 2 car at the end of 1970, and they tried to get me to sign a three-year contract. I'm glad now that I didn't.

This year I was promised that I would get exactly the same car, engines and set-up as Jarier. These just didn't materialise, and I would never have gone into F2 with March if I had known that I wasn't going to get the best engines. I could have done a far better deal with someone else, and at least I would never have gone into F2 with March way to get anywhere in F2.

Max Mosley said that there would just be two cars, for myself and Mike Beuttler, run with works engines and works mechanics from a separate factory, with Brian Lewis in charge. And as far as Brian is concerned, he worked under very difficult conditions, especially at the start of the year, and no way was it his fault that I didn't get the results that I'd hoped for.

Whether it was a matter of money I don't know, but March simply couldn't fulfil their contract. Yet when Roger Williamson bought a car halfway through the season, he was better equipped than Brian Lewis' so-called "works" team. The testing and spare engines and other spare parts which we were supposed to have simply didn't materialise. How can you go motor racing like that?

A lot of my BMW engines were broken before we even started at Thruxton, for example, the head gasket broke three or four days before the race, but due to the pressure of work on the March and BMW mechanics this just wasn't repaired, and I arrived at Thruxton knowing I wasn't going to finish. You had a works engine for the June Hockenheim, and a few people think you should have beaten Mass in that race.

I don't care what anyone says, I think the Ford engine was quicker in a straight line than the BMW, especially at Hockenheim. The BMW is very torquey, but when it gets on to the straight it doesn't have the revs, and the Ford was definitely quicker at the end of the straight.

Tim Schenken was timing cars during practice through the wiggles in the stadium, and he told me that I was getting through the stadium a second quicker than Mass. In the first heat of the race, I was baulked for a while by Stuck, but when I got by him the distance remained constant. In the second heat Mass took two seconds off me on the first lap—probably because the Firestone tyres warmed up faster than the Goodyears—and that's how it stayed to the end, with me closing up in the stadium and him going away on the straight.



Colin Vandervell—no more single seaters.

I really would have liked to have had a full works engine at all the other races, then I'm sure I could have given Jarier a race. But the difference between a works Munich engine and one from March's place at Reading was the difference between chalk and cheese. And I got the distinct impression after I was second at Hockenheim that March really didn't want me to go well.

When you saw Rouen for the first time, you said it demanded "a strong lack of imagination on the part of the driver." Should F2 drivers be more militant about circuit safety? I certainly think they should. I think the position of the F1 drivers at Rouen this year was unforgivable. I told both Emerson Fittipaldi and Ronnie Peterson before practice even started that the track was particularly dangerous on the downhill section. You're doing something in the region of 140-150 mph through right-left-right swerves. If anything happens and the car goes head-on into the Armco, like Gerry Birrell did the next day in practice, there's no chance of anyone surviving.

It's the F1 drivers who are supposed to inspect these tracks and pass them as safe for the rest of us. But I can't understand their attitude, because after Jim Clark was killed at Hockenheim on a fast right-hander, they decided to insist on a chicane to slow everyone down. But Rouen stayed as it always was... to me it's a crazy track.

I got very angry after Gerry was killed when we were all called to a meeting by Fittipaldi, who said "We think we ought not to race." But there's no point in saying that immediately after someone's been killed; we ought to have done something beforehand. After all, enough people knew that Rouen was bloody dangerous.

This is why I admire Jackie Stewart so much. He's really stuck out for safety, and a lot of people have criticised him for it. OK, so the spectators go to see some action, but I don't think they really want to see head-on accidents at 150 mph into Armco, because people are going to be killed.

Do you have any favourite circuits?

I like the Silverstone Grand Prix circuit, because it's got every sort of corner. It's got a very fast right-hander (Woodcote), a very slow right-hander (Beckett's), it's got some quick left-handers (Abbey) and it's also got some medium-speed corners (Stowe and Copse).

The other thing I like about Silverstone is that it's very wide, and in the kind of cars that I race, you can overtake almost anywhere around the track. I think that if a driver and car can pull away on a track like Silverstone, it shows that they're better than anyone else. In F3 and Atlantic, it always



makes exciting racing  
Your Atlantic March was sponsored by Triplex. How on earth did you get them to sponsor a car which didn't have a glass windscreen?  
That's a very good question, actually!

The position was that at the end of 1972, my previous sponsors, Potterton, wanted to do Atlantic with me, but I wanted the deal to include Formula 2 also. But it just so happened the Chairman of Triplex, Barry Heath, is a friend of mine who also sits on the board of GKN, which is the company that took over control of my father's firm, Vandervell Products Limited.

I rang him up one day to tell him that I was looking for sponsorship. He suggested I make a proposal to his Marketing Manager, John Passmore, so I did. The car looks very smart in its Triplex colours, and I know they're very happy with the publicity that it's got, even though it isn't fitted with a Triplex windscreen.

What's been so good about your Atlantic car? Well, first of all you must remember that there have really only been four consistently competitive cars in Atlantic.

But the March itself is probably the best handling car that I ever drove in my life. We spent a day testing it at Brands early in the year with Harvey Postlethwaite, who was still with March at the time, and the car was set up perfectly. I was 1½ a quicker round Brands GP circuit than anyone, and the Alan Smith motor was very competitive.

Unfortunately, Alan Smith wasn't doing Atlantic this year, and he didn't do the sort of development that was being done by John Nicholson and Race Engine Services. Consequently these others got some really hot engines, probably in the camshaft department, and it wasn't until the last race of the season, at Snetterton, that we suddenly found 15 bhp more, and immediately the car was competitive again.

Since I won the Yellow Pages championship, which is what I set out to do, I was very pleased. But I didn't win many races, and this rather upset me, because I should have wrapped up the championship much earlier in the season, without any trouble at all.

What future do you see for Atlantic?

The formula will never get off the ground until it is internationally recognised, and until then there is no chance of it attracting the right people. They won't be interested.

The other problem I can see is that if it does go international, and gets really competitive, then the engine costs are going to be astronomical. The engine builders will start putting very wild claims into them, they'll all be revved round to 11,000, then they'll break.

It'll only be the people with lots of private or sponsorship money who will be able to carry on winning. This is where John Nicholson has scored this year, because he rebuilds his engines in his own workshop and can probably afford to put a fresh engine in for every big race.

You've become known as the guy who has a protest flag in his hand after the race instead of laurels around his neck. Does this reputation hurt you?

I don't mind it at all, because I want to see all single-seater formula races, at whatever level, run strictly to the book.

Through my various contacts—Dennis Rowland in FF, Vegantune in F3, and Alan Smith in Atlantic—I've seen so much fiddling going on by other engine tuners that I want to do something about it, unless of course the RAC gets it all under control.

I know that there are people saying "Oh look, there's old Vandervell with his liver," but I personally think it does a lot of good. It may leave a nasty smell on the landing, but surely the sponsors and the competitors don't want this cheating?

I have a lot of friends in business, especially in top industries, who are fed up with putting money into formulae like FF and F3 where they know there is blatant fiddling.



Vandervell's Triplex March 73B in which he won the Yellow Pages championship

It was about time that the RAC did something about it. I must say that Dean Delamont has put his best foot forward, and at least it seems they're prepared to do something.

To confirm that, look at this year's performance: in Formula Ford there have been several engine strips, and people have been disqualified from racing. We had a strip in Formula Atlantic (unfortunately it was my car they took to pieces!), but even so I think it was the best thing that could have happened.

In the past, there's no doubt that the scrutineers were taken for a ride. I know for a fact that some FF engines were sealed, taken back to a certain engine builder, the seals removed so that different cams could be put in, and then the engine was resealed. It turned out that the scrutineers were using copper wire which could be wangled out of the lead seal and then replaced afterwards!

With the amount of money in racing at the moment, this sort of thing has got to be stopped, in the interests of everyone. I'm glad to say that one scrutineer this year insisted on having suspect engines removed from the cars altogether, and he took them home under his own supervision. On both occasions the motors were found to be illegal, and the offenders disqualified. You can deduce from that that there was a helluva lot of fiddling going on last year.

What about Formula 3?

The trouble with F3 is that there's a 21.3 mm hole. All the air has got to pass through that hole, and short of overboring the engine what can you do to cheat? You can easily check things after the race with a vacuum gauge.

Unfortunately, last year one manufacturer got round these rules by making an engine which was perfectly alright when it was stationary, but would not have passed the vacuum test if it had been tested with the throttle open.

None of this came out until the end of the year, when the RAC was informed of the position. But I think that this year there has been far less cheating in F3, although I'm sure that people have been pulling off their airbox pipes to do a quick lap in practice. No scrutineer is going to be able to control that sort of thing.

Do you feel the shadow of your father, "The Man who built the Vanwalls," looming over you at all?

No, not really. Looking back on motor racing, things are completely different from when my father was alive. I spent a lot of time watching the Vanwalls when I was a schoolboy, so I don't have to think about those days.

My father never wanted me to race, but all I can say is that if he knew that I was racing, and could see some of the results that I have had, then I think he would be quite proud... though he would never admit it.

There are people who say "Look, Colin Vandervell, he's got all those millions which his father made." But this is so much bull. I have no money whatsoever apart from what I earn in my business and what I raise from sponsors. If motor racing was costing me money, then my fellow directors would not allow one penny of my business money to be used for racing purposes.

Let's get one thing straight: if anyone took the trouble to check these things out, they'd see from my father's will that all he left me was a grandfather clock, and it stands in the hall of my house for me to see when I get home from the office every night. Now you're going rallying for the second time. How serious is this project?

Oh, it's 100 per cent serious, just like anything I do in motorsport, and I want to win. Last year I tried the RAC Rally with a Group 1 Mexico, we didn't go for fun, we went to see what the RAC was all about. This year I want to have a go against the Roger Clarks.

I believe we'll go very well indeed. Clarke and Simpson have prepared a fabulous Escort. It may not be as quick as Roger's, but it gives around 180 bhp with an iron-block motor, and it will be competitive. And Triplex are very serious about it, as you'll see.

There's some sort of myth going around, in both rallying and racing circles, that no racing driver can do well on rallies. I think I can do well, and I think that last year I proved it. OK, so we retired when the gearbox broke, but you'll see from the stage times that we were frequently into the top 20 in Wales, with a standard Mexico. This year I hope to be in the top 10 on some stages. (Unluckily, Colin hit some ice in Wales on Saturday and crashed heavily—Ed.)

Unfortunately, I start at a great disadvantage, because the rally stages are so much longer than race tracks. If a rally driver gets into a racing car, he's only got to learn less than three miles of road, in Britain anyway. But we've got to learn stages all over Wales and Scotland, some of them 13 miles long, which the professionals have known for years.

If I took up club rallying, I know I could do well. But I do the RAC because it's a prestige event, and as far as sponsorship is concerned, Triplex will get good value for their money.

I'm certainly going to enjoy it, and it's going to be very serious indeed.





BMW 3.0 CS at Montlhéry. It has so much performance that the power loss in transmission compared with the manual form can be spared

Having already tested the manual version of the 3-litre BMW, I accepted the offer of a 3-litre coupé with automatic transmission for my trip to the Paris Motor Show. I needed something fast enough to keep ahead of those rapid French saloons, and automatic transmission seemed a good idea for the traffic blocks of the gay city.

The automatic coupé differs little from the manual car, apart from the transmission itself. The engine is not the highly-tuned injection unit of the 3.0 CSL but the older type with a slightly lower compression ratio and two Zenith twin-choke carburettors. Having a flatter power curve, it is obviously more suitable for this type of transmission than the more peaky species. Unlike the CSL, too, there are no aluminium panels in the Karmann body, which is the well-known coupé that has become familiar over the years.

The suspension is similar to that of the faster version, as are the power-assisted steering and the ventilated disc brakes on all four wheels, with auxiliary drums for the hand brake. Cloth-covered upholstery is standard and all four windows of the plastic body are raised electrically. There is a saloon body for those requiring to carry rear passengers for long distances, the present machine having less leg room but being very comfortable nevertheless.

The automatic transmission is arranged with its selector quadrant in the same position as a manual gearlever would occupy. The car is capable of high speeds in the intermediate gear and it can be selected during braking for a curve, exactly as with a synchromesh box, the change-down giving useful engine braking. The transmission has its own oil radiator, so there is no fear of abusing it.

The driving position is excellent, though one would appreciate an adjustable rake for the steering column. The engine starts easily

## BMW's automatic 3.0 CS, for speed with ease, but at a cost

from cold on the automatic choke and low-speed manoeuvring can immediately be carried out on the "creep," without touching the accelerator.

It is interesting that whereas the BMW 2002 loses little performance in automatic form, the bigger car shows quite an appreciable loss both in acceleration and maximum speed. However, the type of buyer who will choose the automatic coupé is more interested in its convenience and ease of driving than in burning rubber away from the traffic lights. The performance is, in any case, much greater than most people will use, but the test car would not quite equal the figures quoted by the concessionaires. It also had a rather fast speedometer, which one did not expect.

The BMW holds the road extremely well and is very stable. Even a timid driver could cruise at 100 mph without feeling any great sensation of speed. Above 112 mph, the acceleration tails off, but it is eventually possible to squeeze a timed 120 mph out of the car. The engine is outstandingly smooth and will run indefinitely on full throttle when the roads are sufficiently clear. Such sound as there is has the musical tone which all good six-cylinder engines emit. Quieter than most ordinary cars, the BMW is not quite so silent

as some larger-engined vehicles in its price class.

Some highly-tuned engines are notably at ease when married to an automatic transmission. The BMW has plenty of torque and suits the gearbox admirably. The changes perhaps lack the silken smoothness of the best American installations but the box is very effective and allows the engine to attain plenty of revs. In fact, BMW get more performance out of their 3-litre automatic than some firms achieve with twice that engine size.

The car corners well with some understeer and the power-assisted steering disguises the considerable engine weight that is carried on the front wheels. On dry roads, the steering is exactly right but in the wet one could do with a bit more feel, though the ideal compromise is very difficult to achieve. The BMW is a little narrower than some of its rivals and this is a great advantage in towns and on English country roads. It is not sensitive to side winds and gets through fast curves most satisfactorily with a minimum of roll.

The ride is very good indeed and the car never feels too softly sprung nor does it wallow. The seats are fairly firm but prove to be comfortable on a long journey. The



## Road test

insulation of road noise is very successful and wind noise is moderate. The electric windows are far too slow and it is tedious waiting for them to close.

Very powerful and completely free from fading, the ventilated disc brakes can be used hard without inconveniencing the passengers, thanks to the anti-dive suspension geometry. In contrast the hand brake of the test car was feeble in the extreme and I always used the park position on the gear selector.

When one has mastered the controls, the heating and ventilation are effective. The headlamps are quite powerful on full beam but rather more illumination on the road would be appreciated in the dipped position. For one drives for hours at a time on motorways with lowered lights, under modern traffic conditions.

It is salutary to test the 3-litre BMW in automatic form, because competition successes have perhaps made us think of the car as strictly a high-speed machine. In fact there are relatively few wealthy men who are interested in speed alone and the vast majority of expensive cars are ordered in automatic guise. The BMW has so much performance that the power loss in the transmission can easily be spared. Of course the reason is far better value for money, but for the man in whom sporting fads are a "must" the high price can be justified.

#### SPECIFICATION AND PERFORMANCE DATA

Cat listed below: 1. A 10-11 2. 10-12 3. 10-13 4. 10-14 5. 10-15 6. 10-16 7. 10-17 8. 10-18 9. 10-19 10. 10-20 11. 10-21 12. 10-22 13. 10-23 14. 10-24 15. 10-25 16. 10-26 17. 10-27 18. 10-28 19. 10-29 20. 10-30 21. 10-31 22. 11-1 23. 11-2 24. 11-3 25. 11-4 26. 11-5 27. 11-6 28. 11-7 29. 11-8 30. 11-9 31. 11-10 32. 11-11 33. 11-12 34. 11-13 35. 11-14 36. 11-15 37. 11-16 38. 11-17 39. 11-18 40. 11-19 41. 11-20 42. 11-21 43. 11-22 44. 11-23 45. 11-24 46. 11-25 47. 11-26 48. 11-27 49. 11-28 50. 11-29 51. 11-30 52. 12-1 53. 12-2 54. 12-3 55. 12-4 56. 12-5 57. 12-6 58. 12-7 59. 12-8 60. 12-9 61. 12-10 62. 12-11 63. 12-12 64. 12-13 65. 12-14 66. 12-15 67. 12-16 68. 12-17 69. 12-18 70. 12-19 71. 12-20 72. 12-21 73. 12-22 74. 12-23 75. 12-24 76. 12-25 77. 12-26 78. 12-27 79. 12-28 80. 12-29 81. 12-30 82. 1-1 83. 1-2 84. 1-3 85. 1-4 86. 1-5 87. 1-6 88. 1-7 89. 1-8 90. 1-9 91. 1-10 92. 1-11 93. 1-12 94. 1-13 95. 1-14 96. 1-15 97. 1-16 98. 1-17 99. 1-18 100. 1-19 101. 1-20 102. 1-21 103. 1-22 104. 1-23 105. 1-24 106. 1-25 107. 1-26 108. 1-27 109. 1-28 110. 1-29 111. 1-30 112. 2-1 113. 2-2 114. 2-3 115. 2-4 116. 2-5 117. 2-6 118. 2-7 119. 2-8 120. 2-9 121. 2-10 122. 2-11 123. 2-12 124. 2-13 125. 2-14 126. 2-15 127. 2-16 128. 2-17 129. 2-18 130. 2-19 131. 2-20 132. 2-21 133. 2-22 134. 2-23 135. 2-24 136. 2-25 137. 2-26 138. 2-27 139. 2-28 140. 2-29 141. 2-30 142. 3-1 143. 3-2 144. 3-3 145. 3-4 146. 3-5 147. 3-6 148. 3-7 149. 3-8 150. 3-9 151. 3-10 152. 3-11 153. 3-12 154. 3-13 155. 3-14 156. 3-15 157. 3-16 158. 3-17 159. 3-18 160. 3-19 161. 3-20 162. 3-21 163. 3-22 164. 3-23 165. 3-24 166. 3-25 167. 3-26 168. 3-27 169. 3-28 170. 3-29 171. 3-30 172. 4-1 173. 4-2 174. 4-3 175. 4-4 176. 4-5 177. 4-6 178. 4-7 179. 4-8 180. 4-9 181. 4-10 182. 4-11 183. 4-12 184. 4-13 185. 4-14 186. 4-15 187. 4-16 188. 4-17 189. 4-18 190. 4-19 191. 4-20 192. 4-21 193. 4-22 194. 4-23 195. 4-24 196. 4-25 197. 4-26 198. 4-27 199. 4-28 200. 4-29 201. 4-30 202. 5-1 203. 5-2 204. 5-3 205. 5-4 206. 5-5 207. 5-6 208. 5-7 209. 5-8 210. 5-9 211. 5-10 212. 5-11 213. 5-12 214. 5-13 215. 5-14 216. 5-15 217. 5-16 218. 5-17 219. 5-18 220. 5-19 221. 5-20 222. 5-21 223. 5-22 224. 5-23 225. 5-24 226. 5-25 227. 5-26 228. 5-27 229. 5-28 230. 5-29 231. 5-30 232. 6-1 233. 6-2 234. 6-3 235. 6-4 236. 6-5 237. 6-6 238. 6-7 239. 6-8 240. 6-9 241. 6-10 242. 6-11 243. 6-12 244. 6-13 245. 6-14 246. 6-15 247. 6-16 248. 6-17 249. 6-18 250. 6-19 251. 6-20 252. 6-21 253. 6-22 254. 6-23 255. 6-24 256. 6-25 257. 6-26 258. 6-27 259. 6-28 260. 6-29 261. 6-30 262. 7-1 263. 7-2 264. 7-3 265. 7-4 266. 7-5 267. 7-6 268. 7-7 269. 7-8 270. 7-9 271. 7-10 272. 7-11 273. 7-12 274. 7-13 275. 7-14 276. 7-15 277. 7-16 278. 7-17 279. 7-18 280. 7-19 281. 7-20 282. 7-21 283. 7-22 284. 7-23 285. 7-24 286. 7-25 287. 7-26 288. 7-27 289. 7-28 290. 7-29 291. 7-30 292. 8-1 293. 8-2 294. 8-3 295. 8-4 296. 8-5 297. 8-6 298. 8-7 299. 8-8 300. 8-9 301. 8-10 302. 8-11 303. 8-12 304. 8-13 305. 8-14 306. 8-15 307. 8-16 308. 8-17 309. 8-18 310. 8-19 311. 8-20 312. 8-21 313. 8-22 314. 8-23 315. 8-24 316. 8-25 317. 8-26 318. 8-27 319. 8-28 320. 8-29 321. 8-30 322. 9-1 323. 9-2 324. 9-3 325. 9-4 326. 9-5 327. 9-6 328. 9-7 329. 9-8 330. 9-9 331. 9-10 332. 9-11 333. 9-12 334. 9-13 335. 9-14 336. 9-15 337. 9-16 338. 9-17 339. 9-18 340. 9-19 341. 9-20 342. 9-21 343. 9-22 344. 9-23 345. 9-24 346. 9-25 347. 9-26 348. 9-27 349. 9-28 350. 9-29 351. 9-30 352. 10-1 353. 10-2 354. 10-3 355. 10-4 356. 10-5 357. 10-6 358. 10-7 359. 10-8 360. 10-9 361. 10-10 362. 10-11 363. 10-12 364. 10-13 365. 10-14 366. 10-15 367. 10-16 368. 10-17 369. 10-18 370. 10-19 371. 10-20 372. 10-21 373. 10-22 374. 10-23 375. 10-24 376. 10-25 377. 10-26 378. 10-27 379. 10-28 380. 10-29 381. 10-30 382. 11-1 383. 11-2 384. 11-3 385. 11-4 386. 11-5 387. 11-6 388. 11-7 389. 11-8 390. 11-9 391. 11-10 392. 11-11 393. 11-12 394. 11-13 395. 11-14 396. 11-15 397. 11-16 398. 11-17 399. 11-18 400. 11-19 401. 11-20 402. 11-21 403. 11-22 404. 11-23 405. 11-24 406. 11-25 407. 11-26 408. 11-27 409. 11-28 410. 11-29 411. 11-30 412. 12-1 413. 12-2 414. 12-3 415. 12-4 416. 12-5 417. 12-6

[illegible]

Franklin D. Roosevelt Library and Museum, 330  
New York, New York 10007

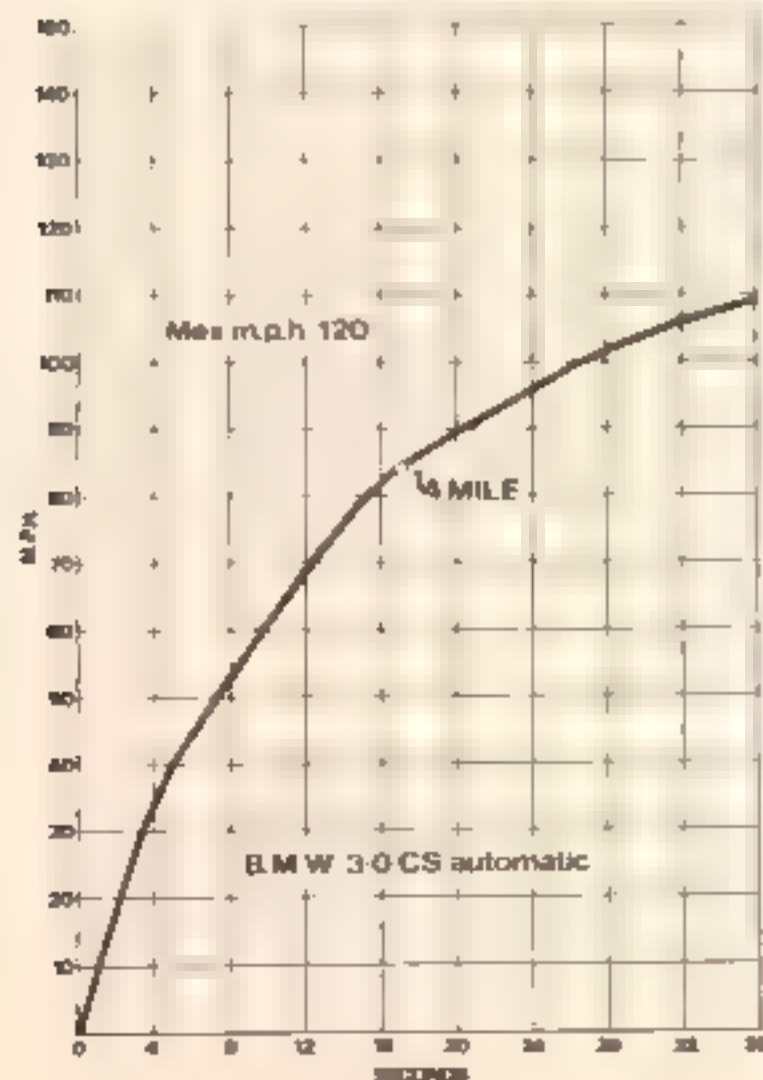
Chassee C m h n s t e d b o y n e h a s s e i n d e p e n d e n t  
n e t s u e r n i n b y d a m a r e l y e s w o m e n t h  
w h c h i n e h t e a n d a n d p r o s p e r i t y  
b e e f f e c t i v e m e n t a n d a n d a n d c o n f i d e n c e  
n e t s u e r n i n b y d a m a r e l y e s w o m e n t h  
w h c h i n e h t e a n d a n d p r o s p e r i t y  
b e e f f e c t i v e m e n t a n d a n d a n d c o n f i d e n c e  
n e t s u e r n i n b y d a m a r e l y e s w o m e n t h  
w h c h i n e h t e a n d a n d p r o s p e r i t y  
b e e f f e c t i v e m e n t a n d a n d a n d c o n f i d e n c e

[illegible]

DIMENSIONAL When data of ft 3/4 in 7 arch ft 1/2  
 4 ft 3/4 in 1/2 ft 3/4 in - 1/2 ft 3/4 in 1/2 ft 3/4 in  
 W 1/2 ft 3/4 in 1/2 ft 3/4 in 1/2 ft 3/4 in 1/2 ft 3/4 in

**Performance** Max speed 2 mph Standing reserve  
m/m 1 ♂ & ♀ A side action 0 30 mph 3 5 9 - ph  
7 6 0 0 0 mph 9 0 & 0 80 mph 15 0 & 0 100 mph  
20 0 0

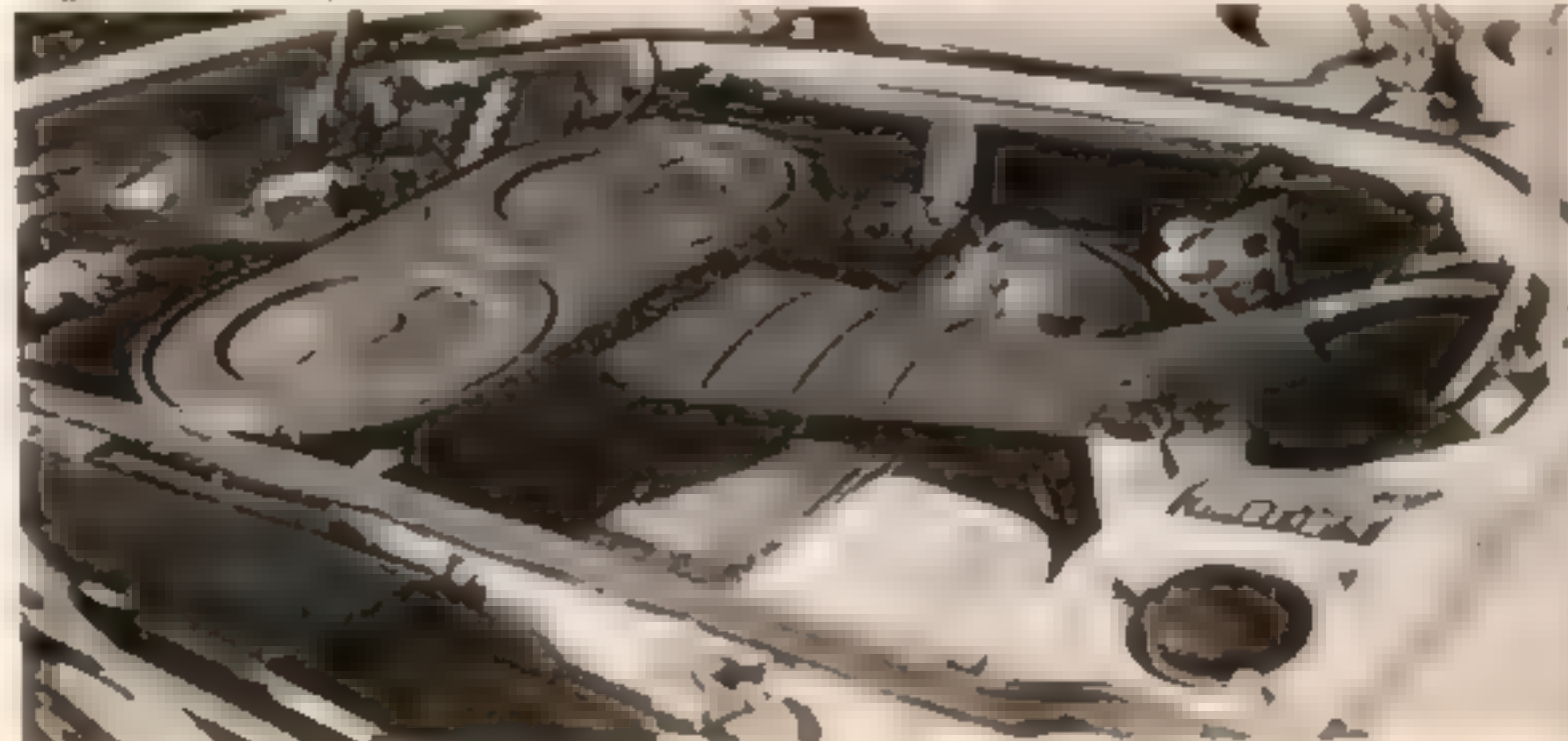
Fuel consumption 18 to 22 mpg



Above, the driving position is excellent though one would appreciate an adjustable rake for the steering column. Below, the headlights are quite powerful on full beam, but rather more useful if, on the road, we are be appreciated in the dipped position.



The engine is not the highly tuned injection unit of the 3.0 CSI, but the older type with a slightly lower compression ratio and two Zenith twin-choke carburettors.







## BMW 3 LITRE COUPE

FULL RANGE OF  
MODELS AVAILABLE

# WESTERN COUNTIES

**AUTOMOBILE CO. LTD.**

33 ZETLAND ROAD, BRISTOL, BS6 7AH  
**BRISTOL 0272 45561**



### The Automatic 130 mph BMW 3.0 CSA It explodes the automatic myth

What makes the 3.0 CSA different is its incredible sportsman character. BMW developed the Sportman 3.0 away with the transaxle, allowing without losing the 4th gear, it can take 200mph and blast in 100mph in 1st 100mph in 2nd 0-100mph faster than you would ever dare do by hand. Punching all the way to 130mph. And staying there a day if you want.

You'll find the Sportman 3.0 is the only car you can really move around in. Unlike other automatics, the Sportman 3.0 shifts down the instant you want it. And not a second later.

It's then the BMW 3.0 CSA you'll find the difference. Like the very latest in sportsman character, the 3.0 CSA is a fully independent user, the car and the driver. On the dual circuit braking system that is fully proven to the most stringent standards. The speed is a 130mph.

The BMW 3.0 CSA costs £7,399 including VAT and Car Tax. We have just entered a new world in the 3.0 CSA. We have a new car.

Unbeatable 

**R. P. POWELL MOTORS LTD.**  
321 Romford Street  
Forest Gate, London, E7



### Road test an unbeatable BMW Sports Coupe at L&C Autos



**Tel: Tonbridge 63520**  
**L&C AUTO SERVICES LTD.,**  
**88 PRIORY ST, TONBRIDGE.**





## The Automatic 130 mph BMW 3.0 CSA It explodes the automatic myth

What makes the 3.0 CSA different is its incredible Sportmatic gearbox. BMW developed the Sportmatic to do away with the manual labour of driving without losing the art. Which is why it can take 200 bhp and blast to 60 mph in 1st 100 mph in 2nd. Or shift up faster than you would ever dare do by hand. Punching all the way to 130 mph. And staying there all day, if you want.

You'll find the Sportmatic is one box you can really move around in. Unlike other automatics, the Sportmatic will shift down the instant you want it to. And not a second later.

But then the BMW 3.0 CSA is full of exciting differences. Like the very latest in swirl-action combustion chambers for the overhead cam 6 cylinder up front. Or the road-hugging, fully independent suspension all around. Or the dual circuit braking system that is 100% safer than the most stringent standards. Or the sheer luxury inside.

The BMW 3.0 CSA costs £7399,  
including VAT and Car Tax.

Still, we haven't just ended a myth  
with the 3.0 CSA. We've created a legend.

**Unbeatable**



### BLACK & WHITE GARAGES

The Black & White Garages Group  
Harvington, Nr. Evesham, Worcestershire  
Tel: 0386-71 612

Also at Kingsditch Lane, Kingsditch Trading Estate,  
Cheltenham  
Tel: 0242 37202



## The Automatic 130 mph BMW 3.0 CSA It explodes the automatic myth

What makes the 3.0 CSA different is its incredible Sportmatic gearbox. BMW developed the Sportmatic to do away with the manual labour of driving without losing the art. Which is why it can take 200 bhp and blast to 60 mph in 1st 100 mph in 2nd. Or shift up faster than you would ever dare do by hand. Punching all the way to 130 mph. And staying there all day, if you want.

You'll find the Sportmatic is one box you can really move around in. Unlike other automatics, the Sportmatic will shift down the instant you want it to. And not a second later.

But then the BMW 3.0 CSA is full of exciting differences. Like the very latest in swirl-action combustion chambers for the overhead cam 6 cylinder up front. Or the road-hugging, fully independent suspension all around. Or the dual circuit braking system that is 100% safer than the most stringent standards. Or the sheer luxury inside.

The BMW 3.0 CSA costs £7399,  
including VAT and Car Tax.

Still, we haven't just ended a myth  
with the 3.0 CSA. We've created a legend.

**Unbeatable**



THE BMW CENTRE Exeter Road, Bournemouth. Tel: 24433  
DISTRIBUTORS FOR HAMPSHIRE AND DORSET





# YORKSHIRE

Full range of  
the  
Unbeatable BMWs  
available from



**PENNINE (Bradford) LTD.**  
Hall Ings, Bradford 1  
Tel: Bradford 33077



## THE BMW ALPINA



*For further information telephone*

## THE REGENT AUTOCAR CO.

(KIBWORTH)

— Dealers for BMW —

Harborough Road, Kibworth, Leicestershire  
Tel: Kibworth (053-753) 2303

628131



DEVON & CORNWALL  
DISTRIBUTOR

# CHENHALLS

TOTNES ROAD,  
PAIGNTON, DEVON  
Telephone 0803 58567

Ask for Christopher Heath,  
Prestige Car Division, for an appointment.

NEW AND USED COUPES  
ALWAYS AVAILABLE!



## TEST DRIVE A BMW TODAY



Between us, we offer the largest stock of  
BMW's in Britain. The finest demonstration  
fleet in town

WE NOW SELL BMW MOTORBIKES  
—THE WORLD'S FINEST RIDE.



**Largley Motors**

Parliament Road, Surbiton, Surrey  
Tel 01 398 3435

**Park Lane**

BMW Distributors London Ltd  
56 Park Lane, London W 1  
Tel 01 499 688



## S.M.T. SALES & SERVICE LTD.

VIADUCT GARAGE, VIADUCT ESTATE.



TEST DRIVE THE 3-LITRE HERE

Tel: CARLISLE (0228) 29401

## CHEYNE MOTORS

38-40 VANSTON PLACE  
(Off Fulham Road) LONDON, SW6

*We still have most BMW models  
at pre-increased prices*

Including metallic silver 3.0 CSA with tinted windows,  
electric sun roof

FOR IMMEDIATE DELIVERY  
PART EXCHANGES WELCOME  
Tel: 01 381 1058



## HALSTEAD (ESSEX) MOTOR CO. LTD.

HIGH STREET,  
HALSTEAD



Demonstrations available  
Most BMW models available  
Tel: Halstead 2012/2137.

Sales : Service : Spares



## PENNINE (Dewsbury Rd.) LTD.

Dewsbury Road  
Leeds 11  
Tel: Leeds (0532) 702324



*Demonstration of all BMW cars  
a pleasure*

*Many new 2002s in stock.  
Choice of nine colours.*

Tel.: Trevor Harrison  
Jack Doran  
David Bloome

*who will be pleased to deal with your enquiries*



## AUTOBAHN MOTORS (B.M.W. AUTOS)

WYNDHAM ROAD, LONDON, SE5

All the following stock at preincreased prices

30 CSI. Polens, black cloth, tinted windows ... ..	LIST
30 CAS. Ceylon, blue cloth, tinted windows ... ..	LIST
520i. Ceylon, black cloth ... ..	LIST
2002 Automatic. Malaga ... ..	LIST
2002. White, blue cloth, tinted windows ... ..	LIST
2002. Atlantic, blue cloth ... ..	LIST

SERVICING BOOKINGS ONE WEEK IN ADVANCE

BY BMW TECHNICIANS

Tel: 01-703 3859, Sales

01-701 2954, Service





# A steel braced radial that performs better than any other on slush, mud and wet grass

## Maybe it could help you hang on to your no claims bonus.

...of confidence  
...of condition  
...no claims bonus

The odds of it happening to you are 1 in 100,000, 1 in 3 over 7 years of driving injuring somebody

As long as you are a member of the (a) ... es.

At low speed the Semperit is in the extraordinary situation of being chosen by most of the leading trials drivers as the tyre that gives them the best performance in the conditions their sport dictates.

...of confidence  
...of condition  
...no claims bonus

More proof at all speeds

Independent radial surveys by the American magazines Road & Track, Car & Driver and German magazines Auto Motor & Sport and Mot, rated Semperit top of the world's finest tyres.

In fact the margin by which Semperit beat the second placed radial in the MOT survey prompted the researchers to disbelieve their instruments, as they had never experienced such performance from a production line tyre in braking and slalom tests before

your tyres as carefully as you



### SEMPERIT RADIALS

Like a safety belt for your car

Fitted as original equipment by Audi

at VW, Saab and General Motors

... Avenue

... 31757

... Transportation







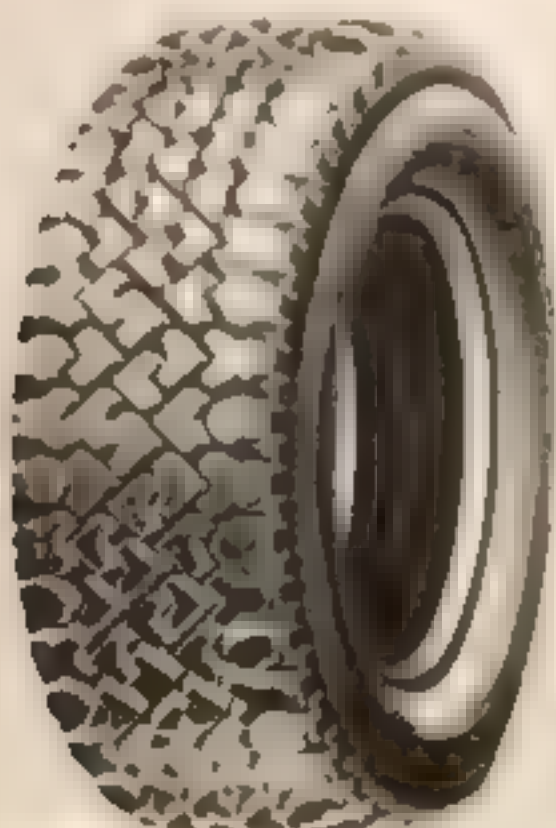


# The ups and downs of our slowest motoring sport

BOB CONSTANDUROS takes a step into the world of sporting trials

About this time of year, a hardy bunch of men (and women) dust down machines which bear little resemblance to anything else in motor sport and take to the country to take part in a branch of our sport which is unique. First it takes place in the worst weather that the country provides, namely the winter months. Secondly, it involves open cars, and thirdly it is on rough ground, which means mud and the other hazards of ground affected by the months already mentioned. I am, of course, talking of sporting trials. Not only does it involve all the above, but it is also the slowest form of motor sport covered by our pages, and yet is one of the most friendly and hotly contested. It can also be the cheapest.

Contrary to popular opinion, it is not the "mud plugging" image that it is often labelled. I have covered one sporting trial and have been involved, at the kind invitation of the 750 Motor Club, who organise some of the championships, in another. My first trial was



The Mud and Snow Semperits commonly used by the 750 and 950 triallists

perhaps one idea of the sport. Thirty or so drivers with passengers congregated in a garage car park in mid Sussex some time in February and set off into the undergrowth. This is another aspect of sporting trials. Rather than use pristine, but perhaps slippery patches of grassland, possibly useful for farm grazing, the sporting trial man prefers to wind his way up heathery hills and through tree lined and root rutted gullies. But back to the trial. Reaching their destination, in this case, was a considerable problem because melting snow had made a muddery of the track, but once their machines had (or had not, as some found out) reached their respective hills, the trial was on. The site was a steep escarpment, covered in heather and some snow, with a considerable amount of mud at the bottom, being contributed to all the time by streams from more melting snow. The various hills were calibrated by posts announcing what marks could be scored as the contestants climbed, and their successes or failures were marked on a scorecard, the amounts decreasing the higher the contestant climbed.

There were two climbs in the morning and two in the afternoon, although the number of contestants was slowly whittled away as competitors broke parts of their machinery although the normally very tractable trials cars became bogged down in the Sussex mud which was about two feet deep in places. Indeed, some contestants even had difficulty reaching the start of a couple of hills such was the mud, but as darkness approached so a winner was decided, and 80 very muddy competitors returned to their cars and homes.

My own personal experiences of trialling were rather less dramatic. The friendly 750 Motor Club had assembled a cross section of the three classes in trialling on an uncommonly untrial-like day in April. Untrial-like because the sun shone, the ground was hard and rather than heavy, denim, mud, snow—and rain—proof clothing, we wore light sweaters and sunglasses. And here, in Buckinghamshire, we were going to learn all about trialling, which rather proved my day in Sussex to be not entirely standard trialling procedure.

But first, something about the classes and cars in trialling. Perhaps the greatest influence on sporting trials cars was the Austin Seven. Modern cars, or at least the 750 class cars which were developed from the elderly Austins anyway, still bear a sort of resemblance to the Seven. The basic classes in fact embrace the Austin Seven and there are still a number of cars which are powered by, and developed from, the Austin Seven competing today. There are three basic classes, which differ mainly in the type of engine used, and the type of the all important, and hopefully all gripping tyre. Smallest of the classes is the 750 class, which embraces the Austin Seven engine, and the various Reliant engines. With less power perhaps than other classes, the 750s are still allowed to use M and S tyres as they are commonly known, interpretation being Mud and Snow. Most popular of the makers of Mud and Snow are Semperit who seem to clean up throughout, although Michelins also feature. The next class up also permits M and S tyres, but the main change is in the engine size, this being the latest class to be introduced using the A series BMC engine mated to an A40 or A35 gearbox.

The final class is the National Trials Formula, but here there is little restriction in engine size, although the most popular seems to be the 1172 cc side valve Ford engine. However, as mentioned previously, the class has to use normal road going tyres, a subject of controversy in our Correspondence pages last week. Once again, Semperit gets good coverage with its steel braced M401, used last year by most of the aces including Gordon Jackson, John Benson, Jack Pearce and Ivor Portlock.

Most of the cars are "one-offs," but they range in materials used, to be valued as high as £1,000, although it's hard to get such a figure confirmed. However, if you don't go for either of the two "production" cars, the Cannon or Trialmaster, then it's possible to build up a car for very little and that applies to any of the three formulae. To give some idea what one would expect to pay for the normal chassised sporting trials car, I quote figures given for a car from each of the classes. In the 750 class, one of the cars I drove was Colin Sansom's Austin 7 Special which he bought for £45 in 1967. Its 1929 engine was bored out to 803 cc and is mated



Very amateur and very expert: our man (above) takes Jack Pearce, with hand on the fiddle brakes across



to a gearbox of the same make. Steering in sporting trialling is obviously of importance with some of the very tight corners that have to be negotiated. In this case Colin Sansom had a Vauxhall worm and ball steering track rod, while suspension for running over the bumps and ruts of a section is by leaf springs and friction dampers. On the 950 side, a relatively new class, Alan Bruning, the man behind Trialmaster, has an A35 gearbox with his A series, 35 bhp engine. Steering is by Herald rack with limp stub axles and an A35 rear axle, and fabricated





Clark's 750 Formula car through a section. Below: Vampert to get traction in his NTF Kincraft



front axle. It took him six months to build and he offers this car for sale at £300 or in stages of assembly for £185.

Perhaps John Benson's National Trials Formula Jabford is the most remarkable value for money, especially considering its fantastic record. The 1172 cc engine drives through a Ford B gearbox, which is also the source of the steering box. There's a Y-type front axle with transverse spring. This car, which won the Duckhams Trials championship last year, and came third in the British experts trial last year, was Benson's last year's car,



John Benson's incredibly successful yet cheap NTF Jabford with Benson aboard as passenger

and cost a mere £150.

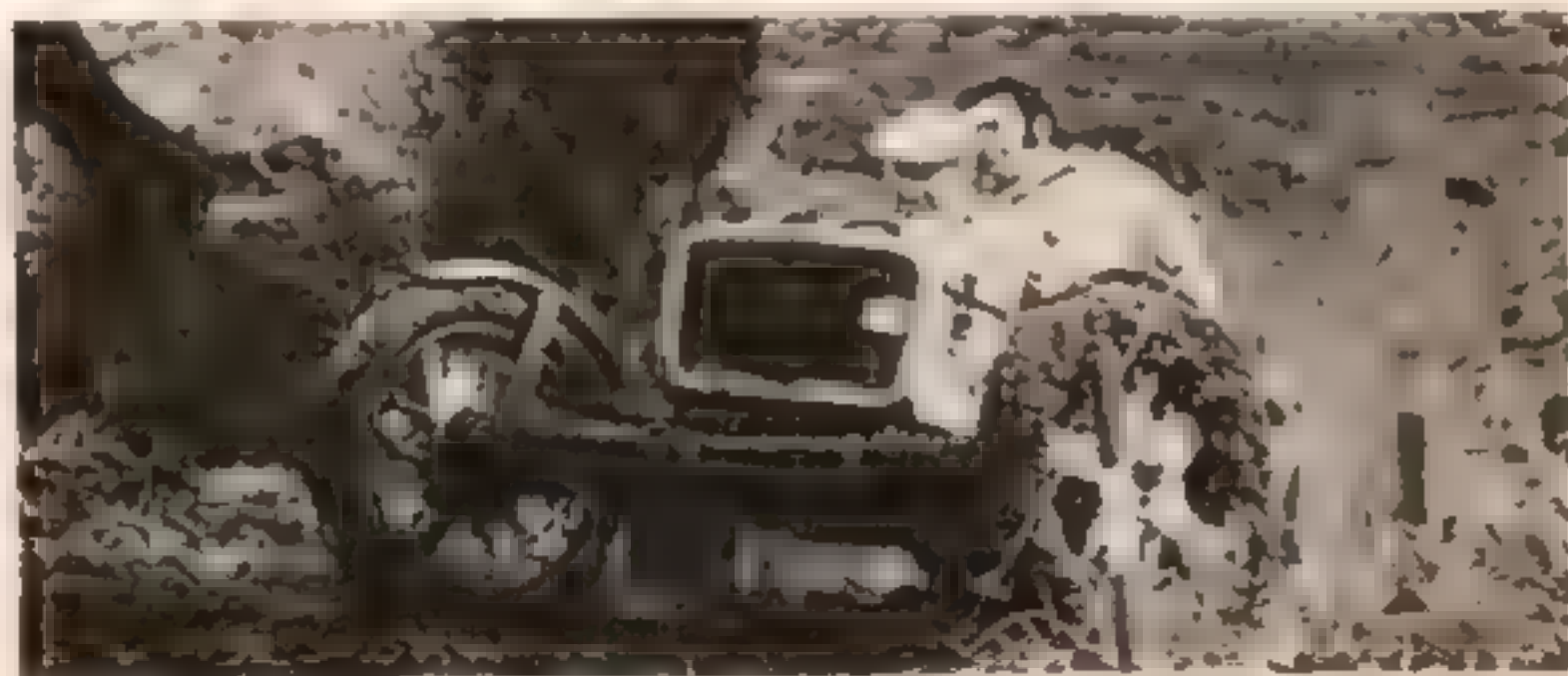
Common to all trials cars are such equipment as fiddle brakes and nudge bars. Both are aids to get round the tightest of corners common to almost every trial, although many hills may also be climbed with the help of the fiddles. The basic idea is similar to that of a tank, which might sound unfair, but the idea is to stop one wheel to get the other side round a bit quicker. To this end, there's a lever connected to each rear brake which can stop that individual wheel, thus slowing the car round on the slowed wheel. A further aid to getting round corners is the nudge bar to be found just forward of the rear wheel. Rest this up against a tree which is very often at the apex of a tight corner, a touch of fiddle as well, and it could be the solution to getting around the tightest of corners. Despite the excellent locks always built in to trials cars, it is rare that this alone, especially on the often very slippery surfaces, will be sufficient to get them around a corner, hence the fiddles and nudge bars. Fiddle brakes can also help tyres to get a grip on the slippery slopes. Trialists already make some effort to get extra grip by pumping their tyres to very low pressures, usually around 7 or 8 psi, but should this be insufficient, then a touch of fiddle on the slipping wheel will help it get a grip. Fiddles are quite difficult to get used to. There's no gear shifting involved in trialling, you usually select first, tie the gear shift in there with a loop of rope or elastic tie, and then set off up with one hand on both fiddle brakes and the other on the rotating ball attached to the steering wheel. With one hand on both fiddle levers, it is possible to exert a different amount of brake pressure on each wheel as required. Perhaps one of the most difficult things to do is to hop from one car to another as we did at the 750 MC's press day for what really came out was how "personasised" a car can be. The fiddle brakes may be by the gear lever on one car, outside the car on another. Bear in mind also that one driver may be 5ft 4in or 5ft 3in, so it's quite

possible to be reaching uncomfortably for the pedals or practically sitting outside the car. Almost, but not quite of course as important as the driver is the passenger. We didn't have to do any of the passenger heroics indulged in by long suffering wives and friends, but the idea is naturally weight transference, and of course, the occasional bouncing to push the narrow tyres hard onto the ground to get maximum grip.

Personally, I find one of the most fascinating things about trialling is the way a course is laid out. The muddy hills of Sussex are by no means standard, and trees, short sharp banks, taken on a gradient, exposed tree roots all help to make a trial interesting. Lengths can often vary from 20 yards to 100 yds. It is never standard, and so that every competitor gets a good chance at a fresh hill, the hills are divided up to be shared around, and are probably tackled twice during the morning, and then reset for the afternoon, provided there's enough time. A course setter looks at every rock and root on a course, for all these have their effect on the section and on the machines. They can throw a car sideways out of the section, or they too can be used to get it round the corner. Equally, they can damage steering and mechanical parts, as can parts of the undergrowth basically out of the section. One doesn't always believe that the car stays on course!

However, the sport can really only be witnessed to understand the challenge in our slowest sport. It doesn't just attract those who are cold blooded, but many other competitors from other branches of the sport. Only 10 days ago, Stirling Moss and F3 driver Tony Brise were competing on the same trial with all the regulars, and you can't get much more of a cross section than that. So if the Sunday afternoon film looks boring, your girl friend's gone skating with another bloke or the dog needs squeezing, pop along to your nearest trial and see what it's all about, bearing in mind that it could cost less than £100 to compete in.

Gordon Jackson pushes the Ibez uphill through the mud with help from an athletic passenger





**SPECIFICATION AND PERFORMANCE DATA**  
 Car tested Ford RS 2000 2-door saloon  
 Engine Four-cylinder 90.82 mm x 76.85 mm (1995 cc)  
 Compression ratio 9.1 to 1 100 bhp (net) at 5700 rpm  
 Belt-driven overhead camshaft, Weber twin-choke down-  
 draught carburettor  
 Transmission Sing a fly plate clutch, 4-speed all synchro-  
 mesh gearbox with control remote control, ratios 1.0,  
 1.37, 1.97 and 3.65 to 1. Open propeller shaft. Hypoid  
 rear axle, ratio 3.54 to 1  
 Chassis: Combined steel body and chassis independent  
 front suspension on MacPherson system with anti-roll  
 bar. Rack and pinion steering, live rear axle on semi-  
 elliptic springs and radius arms. Telescopic dampers all  
 round. Servo-assisted disc front and drum rear brakes.  
 165 SR 13 radial ply tyres on bolt on disc wheels  
 Equipment 12 volt lighting and starting. Speedometer,  
 Rev counter, Voltmeter. Oil pressure, water temperature  
 and fuel gauges. Heating, demisting and ventilation  
 system. Heated rear window. Windscreen wipers and  
 washers. Flashing direction indicators with hazard warn-  
 ing. Reversing light.  
 Dimensions Wheelbase 7 ft 10.5 in. Track (front) 4 ft  
 3 in. rear 4 ft 3.7 in. Overall length 13 ft 0.8 in. width  
 5 ft 1.6 in. Weight 2015 lbs  
 Performance: Maximum speed 117 mph. Speeds in gears:  
 Third 45 mph, second 62 mph. First 36 mph. Standing  
 quarter-mile 17.1 s. Acceleration 0-50 mph 3.4 s,  
 0-50 mph 7.4 s, 0-60 mph 9.2 s, 0-80 mph 17.0 s, 0-100  
 mph 37.2 s  
 Fuel consumption: 26 to 32 mpg



## TRICENTROL CARS (CHELMSFORD) LTD.

39 Robjohns Road,  
 Widford Industrial Estate,  
 Chelmsford, Essex.  
 Telephone 0245 64111

RS 1600s AND MEXICOS FROM STOCK



Rallye Sport Centre

## LLOYDS of STAFFORD

23-29 STONE ROAD  
 STAFFORD

Telephone 0785 51331

*Come and drive the Fabulous  
 RS2000 now*



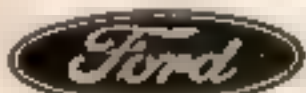
Rallye Sport Centre

*Rallye Sport Dealer  
 For Leicestershire*

## ROGER CLARKE CARS LTD.

COVENTRY ROAD, NARBOROUGH  
 Tel: 053-729 3212

DEMONSTRATION CARS AVAILABLE



Rallye Sport Centre

Westmorland's Full Geared  
 Rallye Sport Dealer

## LAKELAND MOTOR CO. LTD.

Mintsfeet Industrial Estate  
 Kendal, Westmorland  
 Tel: Kendal 23534

DEMONSTRATION CAR AVAILABLE



Rallye Sport Centre

FOR **Rallye Sport** IN STAFFORDSHIRE

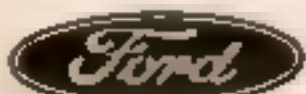
Contact:

## REGINALD TILDESLEY LTD.

WOLVERHAMPTON STREET  
 WALSALL, STAFFS  
 Tel: 0922 21212

SALES, SERVICE & ROLLING ROAD AVAILABLE

For Service enquiries contact our AVO man  
 Dennis Welch



Rallye Sport Centre

## 1973 RAC RALLY

Entry No 72 Escort Mexico  
 Driven by Prince Michael of Kent/  
 Nigel Clarkson  
 Prepared by our own RS Technicians  
 in our RS Service Department.

**REED'S RALLYE SPORT**  
 TORQUAY

Tel: 0803 43433



Rallye Sport Centre



# Total stop to home rallies

## Confirmed dates for 1974 Makes Championship

The FIA have just issued the final list of events in the 1974 World Rally Championship for Makes following their October congress meeting. They are as follows:

February 14/17	Swedish Rally
March 19/24	TAP Rally, Portugal
April 11/15	East African Safari
June 18/23	Acropolis Rally, Greece
July 7/14	Heatway Rally, New Zealand
August 2/4	Rally of 1000 Lakes, Finland
September 11/15	Austrian Alpine
October 3/8	San Remo Rally, Italy
October 16/20	Rally of the Rideau Lakes, Canada
October 31/November 4	Press-on-Regardless, USA
November 15/20	RAC Rally of Great Britain
November 30/December 1	Tour de Corse, Corsica

## Revised format for European Championship

The 1974 European Rally Championship for Drivers has been significantly changed. For the purposes of the championship, Europe is divided into four zones. South-West, Zone A, comprises Portugal, Spain, Andorra, France, Monaco, Switzerland and Liechtenstein. North West, Zone B, comprises Ireland, Great Britain, Luxembourg, Belgium, Netherlands, and West Germany. North East Zone C, comprises Norway, Denmark, Sweden, Finland, USSR, Poland, Czechoslovakia, East Germany, Austria and Hungary. South-East, Zone D, comprises Italy, San Marino, Malta, Yugoslavia, Romania, Bulgaria, Greece, Turkey and Cyprus. There will be eight events per zone in the series.

A basic event will be organised per zone and all drivers of all zones will be required to take part in it. For scoring, the best four results out of the seven non-basic events of each zone plus two events out of the four basic events will be retained. Of the basic events, there will be a common itinerary exceeding 2000 km with at least five stages which have a minimum length of 200 km. The non-basic events will be 1000 km minimum with at least five stages of 100 km minimum distance.

Only cars of Groups 1 to 4 will be authorised to participate in the championship events and the principle of a general classification and not a classification by group will be retained. Graded drivers will be authorised to participate in championship events but to encourage the non-graded drivers a classification with two awards is provided:

a) the title of Champion will be granted to a graded or non-graded driver, and

b) an FIA Cup will be granted

to the best non-graded driver (according to the list made on December 31 of the year before).

Drivers will not be authorised to choose their zone, as this will entirely depend on the nationality of the country which issued their licence.

The Basic events per zone are as follows:

Zone A: Spain will organise the Rally de Espana on October 25/27.

Zone B: Federal Germany will organise the Lyon-Charbonniere Rally on March 7/10.

Zone C: Finland will organise the Marlboro Arctic rally on January 31/February 3.

Zone D: Italy will organise the San Marino di Castrol Rally on August 28/31.

Non-basic events in the Championship are as follows: February 18/17, Rally Costa Brava; March 1/3, Snow Rally; March 1/4, San Marino Rally; March 29/31, Rally Firestone; April 12/16, Circuit of Ireland; April 18/20, Rally of 1000 Lakes; April 21/27, Tulip Rally; April 27/28, Criterium Alpine; May 10/12, Welsh Rally; May 12/19, Rally Paris-St Raphael Feminin; May 24/26, Rally Wiesbaden; May 30/June 3, Yugoslavia Rally; June 6/8, Semperit Rally; June 8/13, Scottish Rally; June 14/16, Rally d'Antibes; June 14/16, Jamt Rally; June 20/23, Rally Zlatni Prassatz; June 28/30, Rally of Ypres; July 5/7, Rally Vltava; July 12/14, Rally of Poland; July 19/21, Aegean Rally; August 2/4, Danube Rally; August 30/31, Taurus Rally; August 28/September 1, Sachs Rally Baltic; September 13/22, Tour de France; September 28/29, Cyprus Rally; October 4/5, Munich-Wien Budapest; October 11/13, Rally Lugana; October 18/20, Rally 1000 Minutes; November 1/3, Rally Andernach-Nurburgring St Amand-les-Eaux.

Shock news was issued last Monday evening by the Government concerning the petrol shortage crisis stating that all rallies have been banned. Mr Peyton, Minister for Transport Industries has asked the RAC to stop authorising rallies for the time being and to revoke any authorizations that have been given. In a letter to the chairman of the RAC, Mr Peyton said he trusted that it was a reasonable request. The Department of the Environment allowed the remainder of the RAC International Rally to be run, including the Wednesday run. Details of a press Statement from the RAC concerning all forms of motor sport appear in Pit and Paddock.

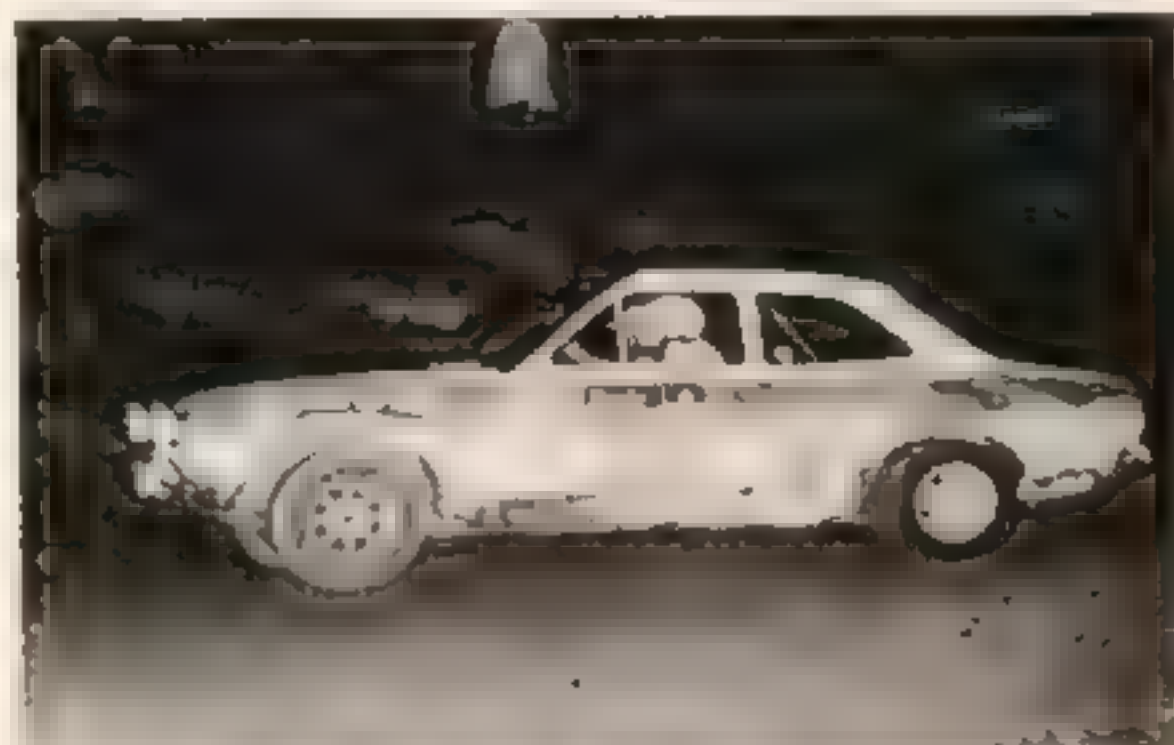
## 1000 Lakes

Details of next year's Rally of the Thousand Lakes were available at York. The Finnish World Championship round will be run to the same successful formula as before though a special effort is being made to encourage overseas competitors to the next 1000 Lakes. A small point of the booklet and folder likely to upset Hanna Mikkola is a photograph of his car on the covers with his personal sponsors—Colt Cigarettes blanked off and "Nortti" added—the sponsors of the Finnish event.

## Cloete leaves

South African rally driver Louis Cloete has resigned from the Chevrolet Dealer Team leaving team-mate Jan Hettema, who has won 30 championship rallies while Cloete failed to score any firsts. Louis Cloete leaves to drive for another manufacturer.

Two new Team Vauxhall Sport Dealerships have been announced. They are Nash of Cardiff Limited, Sloper Road, Cardiff, CF1 8TE. Nash are the largest Vauxhall-Bedford dealers in Wales. Second dealers are Leedhams (York) Limited, Rougier Street, Lendal Bridge, York, YO1 1HX.



One of the major highlights of the RAC Rally has been the superb and exciting performance by Markku Alen in his Escort. The 22-year-old Finn, Alen, dropped to 177th place after going off at Sutton on Saturday but was back to 85th when we closed for press on Tuesday (above). Roger Clark in spectacular form at Clitstone (below).





#### SPECIFICATION AND PERFORMANCE DATA

Car tested: TVR 3000M sports two-seater coupé, price £2464 including car tax and VAT

Engine: V6, 93.97 mm x 72.41 mm (2994 cc). Compression ratio 8.9 to 1. 142 bhp (net) at 5000 rpm. Pushrod-operated overhead valves. Weber twin-choke downdraught carburettor

Transmission: Single dry plate clutch, 4-speed all-synchromesh gearbox with centre change, ratios 1.0, 1.41, 1.95 and 3.16 to 1. Hypoid final drive, ratio 3.45 to 1

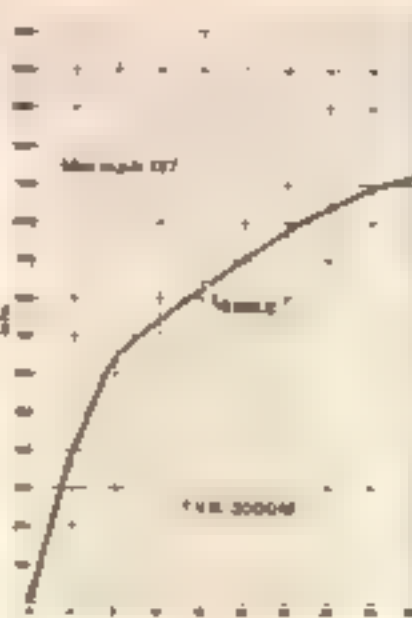
Chassis: Multi-tubular steel backbone, heavy independent suspension front and rear by double wishbones, coil springs, and Armstrong telescopic dampers. Rack and pinion steering. G.R.N. servo-assisted disc front and drum rear brakes. Aluminium alloy wheels fitted 185 14 HR rad al ply tyres

Equipment: 12 volt lighting and starting. Speedometer. Rev counter. Oil pressure, water-temperature and fuel gauges. Volantair. Two-speed windscreen wipers and washers. Heating, demisting and vent on system with heated rear window. Reversing lights. Flashing (brake) indicators with hazard warning. Cigarette lighter. Radio. Sunshine roof

Dimensions: Wheelbase 7 ft 6 in. Track 4 ft 5 1/2 in. Overall length 12 ft 10 in. Width 5 ft 4 in. Weight 1 ton approx. metal

Performance: Maximum speed 127 mph. Speeds in gears: 1st 91 mph, 2nd 86 mph, 3rd 81 mph, 4th 76 mph, 5th 71 mph, 6th 66 mph. Acceleration: 0-50 mph 2.9 s, 0-100 mph 9.5 s, 0-150 mph 22.2 s, 0-200 mph 44.2 s, 0-250 mph 77.0 s

Fuel consumption: 20-25 mpg



## NORTHERN SPORTSCARS (SCORTON)



DISTRIBUTORS FOR



NORTHERN ENGLAND AND SCOTLAND



### SALES • SERVICE

ALWAYS A GOOD SELECTION OF CLEAN SPORTS CARS IN STOCK. INSTANT PART EXCHANGE VALUES GIVEN. INSURANCE AND HIRE PURCHASE EASILY ARRANGED. DO NOT DELAY TELEPHONE MR HEYLINGS TODAY FOR INFORMATION AND DEMONSTRATIONS IN THE 3000M, CRYPTON ELECTRONIC TUNING AND ON THE CAR WHEEL BALANCING AT

NORTHERN SPORTSCARS (SCORTON),

SCORTON, RICHMOND, YORKS.

Tel: OLD CATTERICK 613 and 402.

## GEOFF GEE AUTOMOBILES

Your **TVR** dealer  
for the North East

M Series.

The range of 2-seater GTs for the discerning now in stock.

Contact: Geoff Gee or Ian Browning at  
Newcastle upon Tyne 659912 or 659962

GORDON BROWN MOTORS

HEADON ROAD

NEWCASTLE UPON TYNE

## BRIDGE MOTORS (BOCKING)

Church Street, Bocking.

Braintree, Essex

### TVR Distributor for East Anglia

Demonstration of the TVR 3000ML anywhere in the country

Immediate delivery on all models.

Also Gilbern, Mazda and Clan

Tel: Braintree 141 or 140.

## LACEY AND THOMPSON

*The sportscar specialists*

WEST COUNTRY DEALERS  
FOR T.V.R.

SPORTS AND INTERESTING CARS  
ALWAYS FOR SALE

London Road, Stroud, Gloucestershire.

Tel: STROUD 2861.





## Castrol SPECIAL STAGE CHAMPIONSHIP 1974 with MIRA

### 1. CHAMPIONSHIP

The Championship is registered with the RAC under the title — Castrol Special Stage Championship 1974 with AUTO SPORT. The permit number is CH 29.

### 2. REGISTRATION

All competitors in the Championship must register on the appropriate form which is available from Eric Silbermann, Castrol Rally Championship Co-ordinator, Clubs Department, Burmah House, Pipers Way, Swindon, SN3 1RE. Numbers are limited to 150 in each class. Registration will close on May 1.

### 3. DECALS

All competitors must display the Championship decal supplied by Castrol in all qualifying events as required by RAC Regulations BBI (t) and SSR P33 (a).

### 4. CLASSES

The Championship will be divided into three classes:  
(a) Cars complying with FIA Group 2, 3 and 4 and RAC Vehicle Regulations (the latter where events are run to these regulations).  
(b) Cars complying with FIA Group 1 regulations. Competitors will be required to make available homologation forms for scrutineering purposes. The Championship promoters reserve the right to seal and strip cars in this class within the provisions of the GCRs and should any car be excluded or disqualified from the results this will entail loss of points in the championship obtained to that date irrespective of the car cars used.  
(c) Ladies.

### 5. SCORING

All registered competitors, both drivers and co-drivers, in the championship will be awarded points in each round commensurate with their finishing positions in overall classification. Points will be awarded as follows: 1st overall, 20 pts; 2nd overall, 19 pts; 3rd overall, 18 pts; 4th overall, 17 pts; 5th overall, 16 pts; and so on, down to 20th overall, 1 pt.

Only competitor's best eight scores out of all the qualifying rounds will count.

Points scored in each class are totalled separately in relation to the final championship scores.

### 6. TIES

Any ties will be decided by

## Championship details and rounds for new series

the competitor with the greatest number of highest places in any eight events. Any further tie will be decided in favour of the competitor with the greatest number of second highest places in any eight events and so on. In the event of a tie still existing, then consideration will be given to results in other Championship rounds beyond the eight qualifying events.

### 7. GROUP ONE CLASS

A separate class will be open to drivers and co-drivers navigators of Group 1 cars. Whilst these drivers and co-drivers navigators will score points towards the overall Championship as outlined in (5), they will also receive separate points based on their positions within the Group 1 category again on overall positions. These will be awarded to the first 15 on the same scoring basis as the overall championship, ie, 15 points down to 1.

### 8. LADIES AWARDS

Points will also be given to all ladies registered in the championship in order that they can also score separately for ladies awards as well as the championship overall and Group 1: 1st overall, 9 pts; 2nd overall, 8 pts; 3rd overall, 7 pts; 4th overall, 6 pts; 5th overall, 5 pts; 6th overall, 4 pts; 7th overall, 3 pts; 8th overall, 2 pts; 9th overall, 1 pt.

### 9. INTERNATIONAL AWARDS

When registering for the championship all competitors will be asked to nominate the country which they wish to represent, ie Scotland, Ireland, Wales, England. Competitors have the choice of nominating either the country in which they were born or the country in which they are currently living.

The top 10 drivers registered for the championship in each event will be awarded points from 10 to 1 to be credited to their nominated country. All drivers who have scored points towards their country will be deemed to be the team representing their country and the winning team at the end of the championship will be presented with individual trophies and an award.

The highest-scoring individual member of each national team will also receive an additional trophy.

Competitors will be given two flagstickers of the country nominated which must be displayed on the car.

### 10. AWARDS

Each event an award to (1) the highest placed registered championship entrant and registered co-driver navigator, (2) highest placed registered championship Group 1 entrant and registered co-driver navigator, (3) the highest placed registered lady driver and co-driver navigator.

### Overall Championship

Drivers: 1st, £150 plus the Castrol Trophy; 2nd, £100 plus trophy; 3rd, £75; 4th, £50; 5th, £40; 6th, £35; 7th, £30; 8th, £25; 9th, £20; 10th, £15.

Co-Drivers: 1st, £100 plus the John Davenport AUTOSPORT Trophy; 2nd, £50 plus trophy; 3rd, £25; 4th, £15; 5th, £10.

### Group 1 Championship

Drivers: 1st, £150 plus the Castrol Trophy; 2nd, £100 plus trophy; 3rd, £75; 4th, £50; 5th, £40; 6th, £35; 7th, £30; 8th, £25; 9th, £20; 10th, £15.

Co-Drivers: 1st, £100 plus the John Davenport AUTOSPORT Trophy; 2nd, £50 plus trophy; 3rd, £25; 4th, £15; 5th, £10.

Evette (Ladies Awards) Drivers: 1st, £150 plus the Evette Trophy; 2nd, £75; 3rd, £50; 4th, £25; 5th, £15.

Co-Drivers: 1st, £100 plus

the Evette Trophy; 2nd, £50; 3rd, £25; 4th, £15; 5th, £10.

### 11. ENTRIES

Championship entrants may choose which events to enter. It is unnecessary to advise Castrol of the meetings selected. The championship entrant must signify on the club entry form for each event that he/she is a championship entrant in order that marks can be recorded.

It is the responsibility of the entrants to obtain the Supplementary Regulations for each qualifying event.

Acceptance of an entry in a qualifying event is a matter of decision by the promoting club.

The sort of forestry action which will become a feature of the new championship.



CHAMPIONSHIP EVENTS			
Date	Event	Status	Organising Club
February 23-24	Monte Carlo Rally	N	De La y Motor Club of Pontefract
Apr. 27	Bass Cherrington Tour of Lincs	N	Lincolnshire AC
May 10/12	Fram Castle International Welsh Rally	Int	South Wales Automobils Club
June 21-23	Cullinane Donegal	Int	Donegal Motor Club
July 6	Chesham Festival Rally	N	Chesham Motor Club
August 31	Burmah Rally	N	Lancashire Car Club
September 13-14	Cashel Mans International Trophy Rally	Int	Mans Auto Sport
September 21	Moss 1000 Rally	N	York Motor Club
October 19	Tavern Woolbridge Rally	N	Tavern Motor Club
October 26	Castrol Timpson Rally	N	Wolverhampton & South Staffs Car Club Ltd
December 26	Castrol Tour of Epping	N	Port Talbot Motor Club

In addition to the usual racing set (see page 7), Michael Turner has produced a second Christmas card set which includes this magnificent one of Roger Clark on the Welsh and a 22 in x 17 in print of this is also available. Others in the 60p set of five include Kallstrom's Lancia on the Swedish and Mehta's Datsun 240Z on the Safari.











Dennis Welch secured his eighth class win with his Skoda Octavia and now only needs to win his class on the last event in 10 day's time to draw level with Geoff Spencer in the BT&RDA Championship.

## PROD CAR TRIAL

## First overall for Carr

Dave Carr, former Midlander now residing in the south, scored his first ever championship overall win last weekend when he drove to victory in the penultimate round of this year's BT&RDA Production Car Trial Championship which was organised by Crane Valley MC on land at Pirbright. For his first championship success in three years of trialling Carr dropped 26 marks on the 24 sections to beat his son Robert by six marks. His index of performance, however, was much closer for he had a mere 0.3% in hand over Denis Wells who scored his eighth class win with his Skoda Citavia.

A creditable entry of 68 turned up for the popular southern round of the championship and once again the terrain was as demanding as ever. For the second weekend in succession Phil Darbyshire was involved in a tie in the FEFWD class and once again he lost first on furthest clearest. Don Robbs (Midget), John Young (Cooper) and Alan Dearsley (VW Beach Buggy) were the other class winners.

First of two class winners for the Invaders Club was John Young (Cooper S) who had an evenly matched battle with Darbyshire throughout. They were tied on 31 marks at lunch and both ended with 62 marks. Darbyshire losing first place on the third hill where he had an inferior score by three marks. Another Invaders member, Graham Lindley (Mn) who tied on 69 marks, again the result of two consistent rounds of the 12 sections.

Dave Slater, getting more and more accustomed to his Escort Sport, was the early challenger to Wells in the front engined rwd class and at lunch they were only four marks apart and the pressure was well and truly applied to the Skoda Octavia driver. However, Slater

## WHITSEND RALLY

## Barter/Kirkham miss hat-trick

An uncharacteristic wrong route on a special stage on the Sunday morning cost John Barter Dave Kirkham the chance of making it a hat-trick of wins recently on the Bexley LCC's annual Uniflo Whitsond Rally. Although they dropped only 5m on the road to lead by a minute, their error dropped them

blotted his copybook twice in the post lunch period and this allowed Wells to steam away unchallenged to win with 32 marks lost to Slater's 50. Popular owner John Simmons Hodge was third up with 55 marks lost after a steady performance.

Among the eight sports cars Don Hobbs made hard work of taking the class back to the Midlands. In his Midget, with yet another gearbox, he dropped 64 marks to beat Peter Cornwell's MGA by seven marks. Cornwell drove the MG very spiritedly throughout the day. At lunch he was only four marks down on Hobbs and he maintained the pressure for most of the second half. Paul Skelton (Midget) was never far behind being only six marks down at lunch, but he faded a little thereafter to total 79 marks.

To achieve his first championship spoon Dave Carr had to work really hard to stay ahead of his son Robert. Dave had dropped eight at lunch to lead by two marks and he inched his way farther ahead throughout the afternoon and the pair finished well ahead of Ted Edwards who brought his Staleito home in 50 marks for third spot.

Another class to go to furthest cleanest was hat for the Beach Buggies and specials where A an Dearsley and John McDonald completed the course on nine marks apiece. Both were in VW Beach Buggies and Dearsley won the day with Courtney Wright third in another Beach Buggy and only one mark away from making it a triple tie.

Operat. ( ) 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 104

to third with victory going to Alan Hemmings  
John McKerrell in their Escort with 3.941  
penalties

Second were the Avenger crew of Charlie Woods Doug Smith on 4,347 penalties, with Barter Kirkham totalling 4,687 penalties including a maximum on the stage where they made their mistake. The event was over a 180-mile route with eight selectives totalling some 14 miles and 95 crews started.

[illegible]

## YSCC win Club League by 300 pts

The Yorkshire Sports Car Club, originators of the Shell Motor Club League two years ago, finished with a comfortable 300 point lead at the top of the table after the final round on Sunday. At 10 events throughout the year, ranging from rallies and autocross to hill climbs and production car trials, 22 Yorkshire-based clubs have sent teams in their quest for the title of beat all rounders.

But at Sunday's string of 10 autoleists on industrial premises at Brighouse, there was no-one in a position to challenge the YSCC, even though their captain, Gordon Chippendale, retired early with mechanical trouble. YSCC finished the season winning a total of £70 followed by Huddersfield MC and Liley and District MC on £40 each.

All the top 10 clubs were represented at the tests and the best of the 53 individual entries—by virtue of winning his class by the largest margin—was Bob Needham of Sheffield and Hallamshire in a 998 cc Mini. Ilkley were the best club of the day, scoring 352 points, but they could not improve on their third place in the league behind Hudders

Final league positions 1. YSCC, 3,066 pts, 2. Huddersfield, 2,713 3. Uxley, 2,565; 4. Trackrod, 2,220; 5. BARC, 2,130; 6. Shelfield and Hallamshire, 2,054; 7. One Eleven, 1,334 8. David Brown, 978; 9. North Humberdale, 909; 10. York, 907

Clays with many of the subdivisions were first described  
 by Mr. J. H. P. in 1884. The first of these was the  
 "Mudstone" (p. 104). The second was the "Shale"  
 (p. 105). The third was the "Sandstone" (p. 106).  
 The fourth was the "Limestone" (p. 107). The fifth  
 was the "Gypsum" (p. 108). The sixth was the "Marl"  
 (p. 109). The seventh was the "Siltstone" (p. 110).  
 The eighth was the "Conglomerate" (p. 111). The ninth  
 was the "Breccia" (p. 112). The tenth was the "Tuff"  
 (p. 113). The eleventh was the "Volcanic ash"  
 (p. 114). The twelfth was the "Lava flow"  
 (p. 115). The thirteenth was the "Dike"  
 (p. 116). The fourteenth was the "Sill"  
 (p. 117). The fifteenth was the "Basalt"  
 (p. 118). The sixteenth was the "Granite"  
 (p. 119). The seventeenth was the "Gneiss"  
 (p. 120). The eighteenth was the "Schist"  
 (p. 121). The nineteenth was the "Quartzite"  
 (p. 122). The twentieth was the "Slate"  
 (p. 123). The twenty-first was the "Phyllite"  
 (p. 124). The twenty-second was the "Mylonite"  
 (p. 125). The twenty-third was the "Metamorphic  
 rock" (p. 126). The twenty-fourth was the "Igneous  
 rock" (p. 127). The twenty-fifth was the "Sedimentary  
 rock" (p. 128). The twenty-sixth was the "Metamorphic  
 rock" (p. 129). The twenty-seventh was the "Igneous  
 rock" (p. 130). The twenty-eighth was the "Sedimentary  
 rock" (p. 131). The twenty-ninth was the "Metamorphic  
 rock" (p. 132). The thirtieth was the "Igneous  
 rock" (p. 133). The thirty-first was the "Sedimentary  
 rock" (p. 134). The thirty-second was the "Metamorphic  
 rock" (p. 135). The thirty-third was the "Igneous  
 rock" (p. 136). The thirty-fourth was the "Sedimentary  
 rock" (p. 137). The thirty-fifth was the "Metamorphic  
 rock" (p. 138). The thirty-sixth was the "Igneous  
 rock" (p. 139). The thirty-seventh was the "Sedimentary  
 rock" (p. 140). The thirty-eighth was the "Metamorphic  
 rock" (p. 141). The thirty-ninth was the "Igneous  
 rock" (p. 142). The fortieth was the "Sedimentary  
 rock" (p. 143). The forty-first was the "Metamorphic  
 rock" (p. 144). The forty-second was the "Igneous  
 rock" (p. 145). The forty-third was the "Sedimentary  
 rock" (p. 146). The forty-fourth was the "Metamorphic  
 rock" (p. 147). The forty-fifth was the "Igneous  
 rock" (p. 148). The forty-sixth was the "Sedimentary  
 rock" (p. 149). The forty-seventh was the "Metamorphic  
 rock" (p. 150). The forty-eighth was the "Igneous  
 rock" (p. 151). The forty-ninth was the "Sedimentary  
 rock" (p. 152). The fiftieth was the "Metamorphic  
 rock" (p. 153). The fifty-first was the "Igneous  
 rock" (p. 154). The fifty-second was the "Sedimentary  
 rock" (p. 155). The fifty-third was the "Metamorphic  
 rock" (p. 156). The fifty-fourth was the "Igneous  
 rock" (p. 157). The fifty-fifth was the "Sedimentary  
 rock" (p. 158). The fifty-sixth was the "Metamorphic  
 rock" (p. 159). The fifty-seventh was the "Igneous  
 rock" (p. 160). The fifty-eighth was the "Sedimentary  
 rock" (p. 161). The fifty-ninth was the "Metamorphic  
 rock" (p. 162). The sixtieth was the "Igneous  
 rock" (p. 163). The sixty-first was the "Sedimentary  
 rock" (p. 164). The sixty-second was the "Metamorphic  
 rock" (p. 165). The sixty-third was the "Igneous  
 rock" (p. 166). The sixty-fourth was the "Sedimentary  
 rock" (p. 167). The sixty-fifth was the "Metamorphic  
 rock" (p. 168). The sixty-sixth was the "Igneous  
 rock" (p. 169). The sixty-seventh was the "Sedimentary  
 rock" (p. 170). The sixty-eighth was the "Metamorphic  
 rock" (p. 171). The sixty-ninth was the "Igneous  
 rock" (p. 172). The seventieth was the "Sedimentary  
 rock" (p. 173). The seventy-first was the "Metamorphic  
 rock" (p. 174). The seventy-second was the "Igneous  
 rock" (p. 175). The seventy-third was the "Sedimentary  
 rock" (p. 176). The seventy-fourth was the "Metamorphic  
 rock" (p. 177). The seventy-fifth was the "Igneous  
 rock" (p. 178). The seventy-sixth was the "Sedimentary  
 rock" (p. 179). The seventy-seventh was the "Metamorphic  
 rock" (p. 180). The seventy-eighth was the "Igneous  
 rock" (p. 181). The seventy-ninth was the "Sedimentary  
 rock" (p. 182). The eightieth was the "Metamorphic  
 rock" (p. 183). The eighty-first was the "Igneous  
 rock" (p. 184). The eighty-second was the "Sedimentary  
 rock" (p. 185). The eighty-third was the "Metamorphic  
 rock" (p. 186). The eighty-fourth was the "Igneous  
 rock" (p. 187). The eighty-fifth was the "Sedimentary  
 rock" (p. 188). The eighty-sixth was the "Metamorphic  
 rock" (p. 189). The eighty-seventh was the "Igneous  
 rock" (p. 190). The eighty-eighth was the "Sedimentary  
 rock" (p. 191). The eighty-ninth was the "Metamorphic  
 rock" (p. 192). The ninetieth was the "Igneous  
 rock" (p. 193). The ninety-first was the "Sedimentary  
 rock" (p. 194). The ninety-second was the "Metamorphic  
 rock" (p. 195). The ninety-third was the "Igneous  
 rock" (p. 196). The ninety-fourth was the "Sedimentary  
 rock" (p. 197). The ninety-fifth was the "Metamorphic  
 rock" (p. 198). The ninety-sixth was the "Igneous  
 rock" (p. 199). The ninety-seventh was the "Sedimentary  
 rock" (p. 200). The ninety-eighth was the "Metamorphic  
 rock" (p. 201). The ninety-ninth was the "Igneous  
 rock" (p. 202). The hundredth was the "Sedimentary  
 rock" (p. 203). The hundred-first was the "Metamorphic  
 rock" (p. 204). The hundred-second was the "Igneous  
 rock" (p. 205). The hundred-third was the "Sedimentary  
 rock" (p. 206). The hundred-fourth was the "Metamorphic  
 rock" (p. 207). The hundred-fifth was the "Igneous  
 rock" (p. 208). The hundred-sixth was the "Sedimentary  
 rock" (p. 209). The hundred-seventh was the "Metamorphic  
 rock" (p. 210). The hundred-eighth was the "Igneous  
 rock" (p. 211). The hundred-ninth was the "Sedimentary  
 rock" (p. 212). The hundred-tenth was the "Metamorphic  
 rock" (p. 213). The hundred-eleventh was the "Igneous  
 rock" (p. 214). The hundred-twelfth was the "Sedimentary  
 rock" (p. 215). The hundred-thirteenth was the "Metamorphic  
 rock" (p. 216). The hundred-fourteenth was the "Igneous  
 rock" (p. 217). The hundred-fifteenth was the "Sedimentary  
 rock" (p. 218). The hundred-sixteenth was the "Metamorphic  
 rock" (p. 219). The hundred-seventeenth was the "Igneous  
 rock" (p. 220). The hundred-eighteenth was the "Sedimentary  
 rock" (p. 221). The hundred-nineteenth was the "Metamorphic  
 rock" (p. 222). The hundred-twentieth was the "Igneous  
 rock" (p. 223). The hundred-twenty-first was the "Sedimentary  
 rock" (p. 224). The hundred-twenty-second was the "Metamorphic  
 rock" (p. 225). The hundred-twenty-third was the "Igneous  
 rock" (p. 226). The hundred-twenty-fourth was the "Sedimentary  
 rock" (p. 227). The hundred-twenty-fifth was the "Metamorphic  
 rock" (p. 228). The hundred-twenty-sixth was the "Igneous  
 rock" (p. 229). The hundred-twenty-seventh was the "Sedimentary  
 rock" (p. 230). The hundred-twenty-eighth was the "Metamorphic  
 rock" (p. 231). The hundred-twenty-ninth was the "Igneous  
 rock" (p. 232). The hundred-thirtieth was the "Sedimentary  
 rock" (p. 233). The hundred-thirty-first was the "Metamorphic  
 rock" (p. 234). The hundred-thirty-second was the "Igneous  
 rock" (p. 235). The hundred-thirty-third was the "Sedimentary  
 rock" (p. 236). The hundred-thirty-fourth was the "Metamorphic  
 rock" (p. 237). The hundred-thirty-fifth was the "Igneous  
 rock" (p. 238). The hundred-thirty-sixth was the "Sedimentary  
 rock" (p. 239). The hundred-thirty-seventh was the "Metamorphic  
 rock" (p. 240). The hundred-thirty-eighth was the "Igneous  
 rock" (p. 241). The hundred-thirty-ninth was the "Sedimentary  
 rock" (p. 242). The hundred-fortieth was the "Metamorphic  
 rock" (p. 243). The hundred-forty-first was the "Igneous  
 rock" (p. 244). The hundred-forty-second was the "Sedimentary  
 rock" (p. 245). The hundred-forty-third was the "Metamorphic  
 rock" (p. 246). The hundred-forty-fourth was the "Igneous  
 rock" (p. 247). The hundred-forty-fifth was the "Sedimentary  
 rock" (p. 248). The hundred-forty-sixth was the "Metamorphic  
 rock" (p. 249). The hundred-forty-seventh was the "Igneous  
 rock" (p. 250). The hundred-forty-eighth was the "Sedimentary  
 rock" (p. 251). The hundred-forty-ninth was the "Metamorphic  
 rock" (p. 252). The hundred-fiftieth was the "Igneous  
 rock" (p. 253). The hundred-fifty-first was the "Sedimentary  
 rock" (p. 254). The hundred-fifty-second was the "Metamorphic  
 rock" (p. 255). The hundred-fifty-third was the "Igneous  
 rock" (p. 256). The hundred-fifty-fourth was the "Sedimentary  
 rock" (p. 257). The hundred-fifty-fifth was the "Metamorphic  
 rock" (p. 258). The hundred-fifty-sixth was the "Igneous  
 rock" (p. 259). The hundred-fifty-seventh was the "Sedimentary  
 rock" (p. 260). The hundred-fifty-eighth was the "Metamorphic  
 rock" (p. 261). The hundred-fifty-ninth was the "Igneous  
 rock" (p. 262). The hundred-sixtieth was the "Sedimentary  
 rock" (p. 263). The hundred-sixty-first was the "Metamorphic  
 rock" (p. 264). The hundred-sixty-second was the "Igneous  
 rock" (p. 265). The hundred-sixty-third was the "Sedimentary  
 rock" (p. 266). The hundred-sixty-fourth was the "Metamorphic  
 rock" (p. 267). The hundred-sixty-fifth was the "Igneous  
 rock" (p. 268). The hundred-sixty-sixth was the "Sedimentary  
 rock" (p. 269). The hundred-sixty-seventh was the "Metamorphic  
 rock" (p. 270). The hundred-sixty-eighth was the "Igneous  
 rock" (p. 271). The hundred-sixty-ninth was the "Sedimentary  
 rock" (p. 272). The hundred-seventieth was the

## HALEWOOD RALLY

**Davies by 37 s**

Despite the counter attraction of the RAC Rally 69 crews turned up for the Hallowood Rally, organised recently by the Welsh Counties CC, the rally counting towards the Welsh Rally Championship. Winner, by a margin of only 37 s was Roger Davies who took along John Morgan in their Escort RS and they dropped 31 m 50 s on the 180-mile route all on OS 139. Davies/Morgan were fastest on both selectives though at the half way halt they were only lying second.

Halfway placing saw Wynne Jones/Clive Power leading in their Cooper 3 by 18 s but they had a poor second half and dropped to fourth some 5 m down. A good run was that of the south western crew Terry Nicholas Rich Winter who brought their Escort 1700 through to second after not being in the first three at the halfway halt.

Strong contenders for a top place in the Welsh Championship Bryan Thomas/Derek Tucker were third at the break with their Escort RS but then fell from grace midway through the second half while Bob Bennett retired his BMW when Richard Lewis became ill and Gareth Jones did not feature at all in his Escort.

**Overall** S R Davis J Morgan (Kerr) 33 m 50 s  
Z W A E W E 3 m 27 s f  
B 18 E 36 3 4 W 4  
P = 35 m 37 3 O W C 4  
M 16 3 493 O Osb. W  
E 23 winners B g w I h  
W n r E 55 m 43 M Jones B 4 m m -  
M 63 m 37

● Tavistock & District MC's sporting trial recently was won and lost on the last of the 22 sections. Harry Hobbs had been leading by three marks in his Special but he dropped 11 marks on the last one at Littery Down, Chilton, and through to take the event came Roy Wakeham in his Special with a total of 72 marks. Third was Tony Breener in another Ford-engined Special.



## JOHNSON TRIAL

### Reg Allen scores narrow victory on easy course

That enthusiastic band, the Peterborough MC, attracted a field of 20 to their alternative Great Weldon site to compete for the Johnson Cup Sporting Trial. In a relaxed atmosphere both competitors and marshals alike enjoyed every moment to the full, although the latter left immediately after the event to marshal an evening stage of the RAC Rally which passed nearby! Once again the trial was a triumph for the Allen family, Reg taking the "communal" Kincraft to a narrow victory. The eight sections were laid out over a compact wooded site and were destined to be attempted four times during the day, no break for lunch being taken. With dry conditions prevailing the course was of an easy nature although where possible gradient and camber were the means used to bring drivers to a standstill rather than ultra tight posting.

Small though the entry was it contained most of the main Midland contenders with the notable exception of Jack Pearce who elected to undertake the long journey south in search of RAC Championship points, both trials counting towards the Semperit/BTRDA Championship. Geoff Wallis made a tentative debut in his newly acquired ex-Bertie Sayers Aberites, finding driving rather more taxing than marshalling but having the satisfaction of clearing a couple of hills during the day.

With low scores the rule rather than the exception each mistake losing the drivers precious points which could not be regained as is possible under more treacherous conditions. From the outset Reg Allen staked his claim to ultimate victory striking only one spot of difficulty on the opening round to lose only three points. In second place came the Cannon of Ralph Needham who was finding precision driving very much to his liking with the Dryad of Ivor Portlock two points in arrears. Bob Dayson (Cougar) and Bill Evans

(Beva) shared fourth spot with 11 to their detriment. Mike Smallwood was in trouble with a split which developed in the water pipe connecting the front-mounted engine of the Delta with its rear-mounted radiator. Engineering of the "wire and string" variety saw him back in the fray after some delay although his failure to attempt one of the hills in its original form cost him a dozen marks.

The loss of only four further marks during the second tour kept Allen in a one point lead over Needham with Portlock by no means out of contention still only two marks astray. A brilliant second round by Bill Warr in the Warr IV brought him into fourth spot with the same score of 14 against him as he had acquired during the opening round. Had his engine not stalled upon him on two occasions early in the day he would undoubtedly have won the trial with a clean sheet!

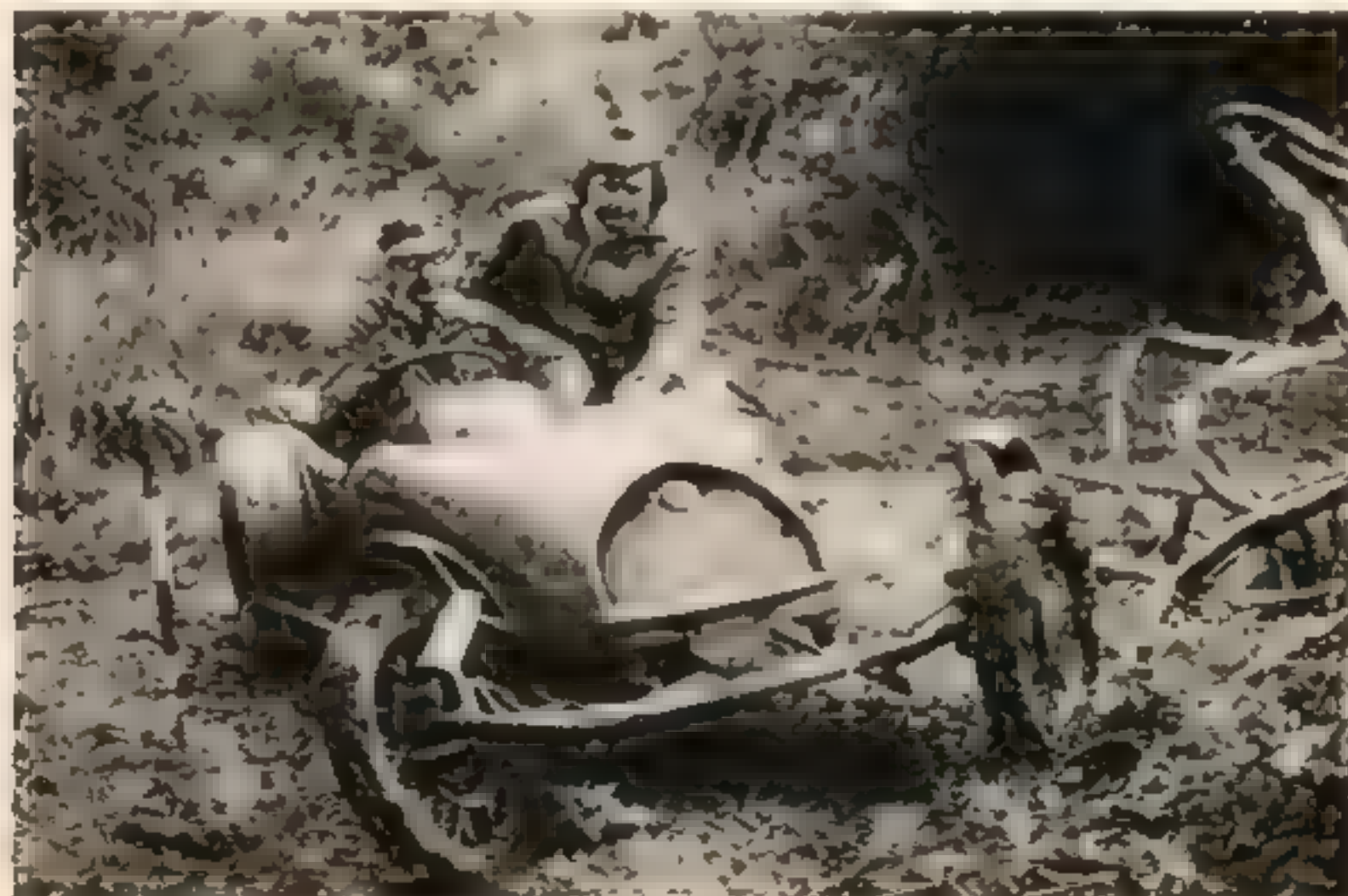
By the start of the third round the pressure was really on but Reg Allen had the Kincraft well in hand to add but one to his accumulated score. A couple of mistakes by Ralph Needham dropped him a couple of places to the profit of Portlock and Warr. Some way behind this leading quartet (if you can call four points a distance) John Fack had clearly sorted the rear end of the Cannon to good effect to hold fifth place jointly with Evans whilst Lol Hurt was finding the abundance of grip an embarrassment having lost 27 marks during the day to hold a lowly seventh spot. Bill Warr produced another clear round.

Already sidelined was Alan Bush (Ford Special) with a broken halfshaft while David Moore was destined to join him shortly when the power of the Moskvich engine proved too much for the differential in his Cannon. No less than five drivers turned in clear rounds in the final tour, Messrs Portlock, Ray Hutton (Hartford), John Fack, Allen and, of course Warr. Tony Mace had one of his best days to date in the Edford and it may be of some consolation to Brunning and Piddock who wrote to this paper recently to learn that at no time did any driver lift more than one wheel on a section!

GEOFF HERRINGTON

Pos	Driver	Car	Score
1	Reg Allen	Kincraft	14
2	Ralph Needham	Dryad	13
3	Ivor Portlock	Cannon	12
4	Bill Warr	Warr IV	14
5	John Fack	Cannon	11
6	Bill Evans	Cannon	11
7	Lol Hurt	Cannon	10
8	Alan Bush	Ford Special	9
9	David Moore	Moskvich	8
10	Bob Dayson	Cougar	7
11	Mike Smallwood	Delta	6

Mike Smallwood was in trouble with a split water pipe in the Johnson Cup trial.



## Tough Druidale

Ian Corkill Martin Wasley (1.6 Ford Escort TC) won the very rough, tough, Druidale MC's Edwin Inston Memorial Rally in the Isle of Man on the weekend of November 10/11, and in doing so were only one of two crews to finish without a fall dropping 545 marks, compared with 802 of runners up Ian Mellor Boyd Walker (1.6 Ford Escort Mexico). In third place were Haydn Minay John Brown (1.6 Ford Escort TC) with 717 penalties and one fall.

There were only seven finishers in this non-championship event, and the most notable retirement were Chris Kennaugh John Dods worth who knocked the filter bowl off their 1.6 Ford Escort RS whilst in the lead at TC16 at Glen Rushen. After the demise of this pair Corkill Wasley were untouchable on the rest of the selectives, the meat of the rally being contained in the 10 selectives.

Pos	Driver	Car	Score
1	Ian Corkill Martin Wasley	1.6 Ford Escort TC	545
2	Ian Mellor Boyd Walker	1.6 Ford Escort Mexico	802
3	Haydn Minay John Brown	1.6 Ford Escort TC	717
4	Chris Kennaugh John Dods	1.6 Ford Escort RS	717
5	John Dods	1.6 Ford Escort RS	717
6	John Dods	1.6 Ford Escort RS	717
7	John Dods	1.6 Ford Escort RS	717

## Worthwhile journey

Isle of Wight competitors Michael Davidson and Terry Weaver rounded off a more than 1,000 mile trip to the mainland during October 27/28th by taking first prize on the Maidstone & Mid Kent MC's Grasshopper Rally. Davidson and Weaver, who travelled down to the Grasshopper after doing the Hercoc-Simpson, finished the all stage event more than two minutes ahead of the field of 93 crews, their total time being 10 m 47s.

The 200 mile route in Norfolk, Essex and Kent included 15 stages and the longest of these, both of six miles, were in Rendlesham and Tunstall. In an event which proved to be a Ford benefit Alan Reeves/Norman Ward brought their RS 2000 home in second place on 12 m 53 s with Mike Greenland and John Dalpra (Escort TC) third. Only 15 s separated the next three crews Martin Kelly/Tom Thompson (RS 1600) being the best Maidstone & Mid Kent crew.

Pos	Driver	Car	Score
1	Michael Davidson Terry Weaver	Escort TC	10 m 47 s
2	Alan Reeves Norman Ward	RS 2000	12 m 53 s
3	Mike Greenland John Dalpra	Escort TC	13 m 48 s
4	Martin Kelly Tom Thompson	RS 1600	14 m 28 s
5	John Dods	1.6 Ford Escort RS	14 m 35 s

## Land-Rover activity

Peak and Dukeries Land-Rover Club used the Butts scramble course near Ashover, Derbyshire, recently for the final Land Rover trial of the season. The event, over 24 sections, produced an overall winner in David Baxter from Sheffield in his Series I who dropped 26 marks, the Series II class went to Mike Smith from Birmingham on 68 marks and the best novice was Ian Jeffery from Belper, also in a Series I, again on 68 marks. On Sunday the same three drivers again took the honours on the two mile cross country route which included four tests.

## New sprint series

It seems possible that the BARC will be hosting a new sprint championship in 1974. At a BARC centre committee meeting, it was decided that the series should be organised and although the Surrey and North Thames centres were the only ones to already hold a close connection with sprinting, the other centres of Bristol and Bath, East Midlands, North Western and South Eastern are all investigating possible venues.



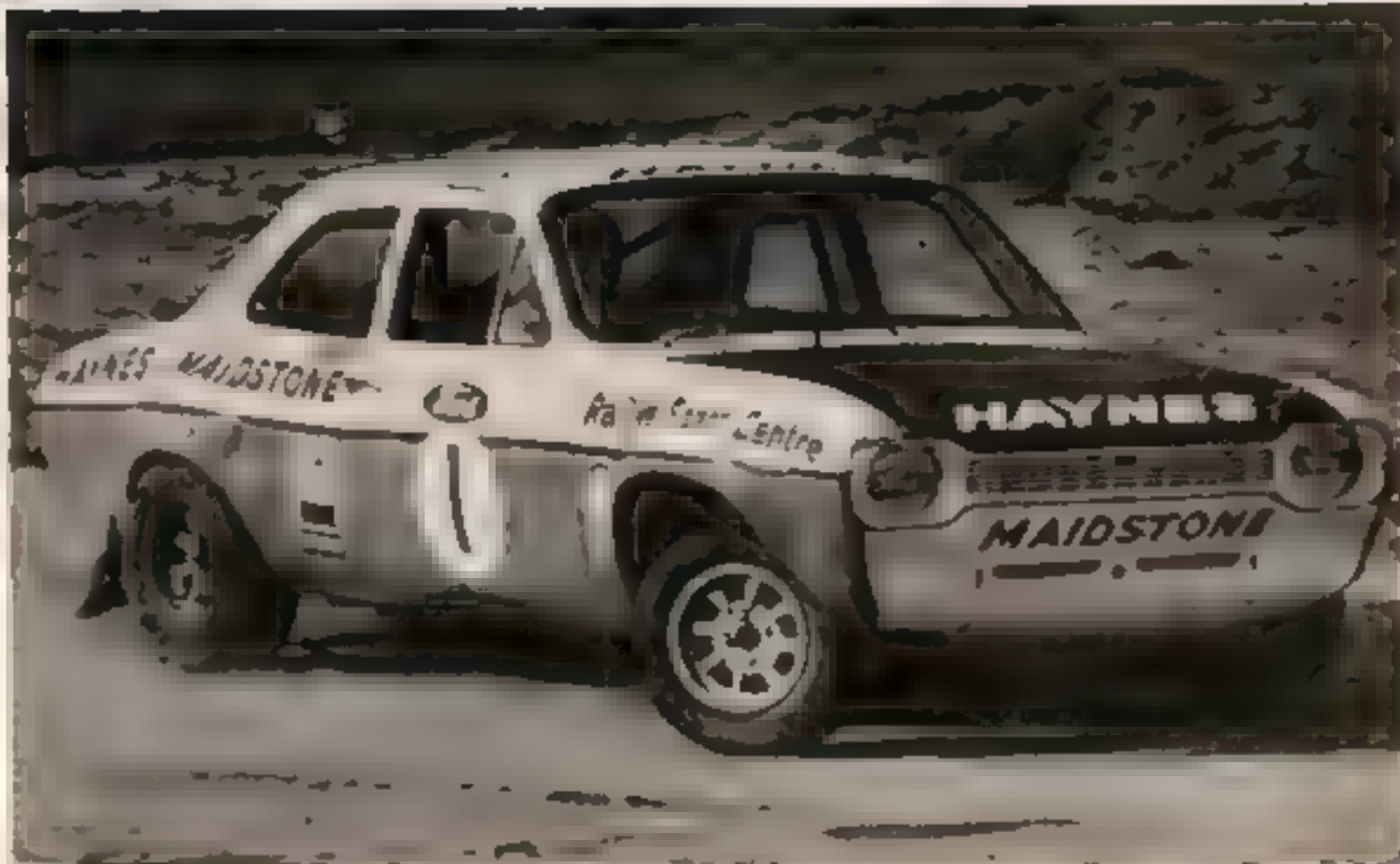
## RALLYCROSS

### Great prospects for new season

Next year's European Rallycross series looks like being the best and easily the richest Rallycross championship ever held in either this country or the Continent. WD&HOWills will again be sponsoring the Embassy European Rallycross Championship, and as in this year's series, the Thames Estuary AC will again be organising the British end of things. Prize money is increased per meeting, the top 10 finishers now sharing £650, an increase of £150. The leading 10 points scorers at the end of the series will share £2,500, this being an increase of £500.

There will now be eight rounds, Finland and France being the additions to the list of venues. The complete list of dates are as follows: May 12, Austria; May 19, Sweden; June 2, Germany; June 9, Finland; June 23, Belgium; July 14 or 28, France; September 1, Holland; September 14, Britain; November 2, Norway.

Under FIA status, the 1974 series looks like attracting an even better entry than we have seen this year. The factory teams will again be represented, with the 1973 champion John Taylor, again driving an Escort, for Haynes of Maidstone, while Stormont will again be represented by Rod Chapman and Ron Douglas. The latter has additional sponsorship from the Dutch Samson tobacco concern. Daf will be using the 86 model to house the BDA engines for Jan and Harry de Rooy who have really hit a winning streak at recent meetings. TEAC hope to organise a couple more rallycrosses before the end of



John Taylor will be defending his Wille Embassy title in the new season for Ford

this winter and the Dutch team will be participating in these.

The works Saab team of Stig Blomqvist and Per Eklund have been most consistent and really spectacular this season and it is hoped that they will be seen again as well as David Preece who plans to run a Saab next year. However, after a rather disappointing season with Preece, Hugh Wheldon and Nick and Judith Jesty, it seems that British Leyland

International won't be seen in Europe, although BL will be represented by their Special Tuning Division which are at present developing their Rover V8-engined Morris Marina. Wheldon is now looking for a sponsor for next year, the popular Suffolk driver not yet having decided on the marque, while Jesty will be racing "something different." It's really going to be a competitive and exciting series.

## DRAG NEWS...

### First joint series for 1974

● Winning all six rounds in his Lotus 7 Middle Street car, newcomer Brian Bucknall took the NDRC championship and the VW Beetle presented by the Skilton Motor group, and now plans to move up to something faster in Senior or Top Street for the 1974 season. Close behind with 58 points to the winning 60 was Robin Tallis in his Junior Street Mini, more of which later.

Other class winners were as follows:

Top Fuel: C. V. S. 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

● Failing to sign on at the start of the season cost Bucknall the Castrol-RAC championship, the £250 going to Robin Tallis's quick Mini. Next year, Robin plans to have a full race 140 bhp motor in his spectacularly fast Mini.

Losing out through his final round defeat was Clive Skilton, who had won all five rounds up to that point, and stood to take first prize. But Dennis Priddle stopped all that, and Clive had to be content with 50 to Tallis's 56. With less than the minimum five runners in Top Fuel, the runner-up spot was not awarded any points. Third was Bob Oram with 50 in his Jaguar E-type and then came:

4. Gerry Cookson 46, 5. Ray Hoar 36, 6. Edy Shave 36, 7. C. J. Gough 1, 8. Team Ninas 1, 29. 9. Team Ninas 1, 29. 10. Fred White 20.

● Next year the sport takes a giant step forward with the first joint championship to be run. Considerable discussions and debate have been going on to come up with fairer rules, and one result of this is that none of the

rounds will be at International events, when the Swedish entries (who do not normally conform exactly to the British rules), have made a habit of winning valuable points. With drag racing still comparatively new in Europe, a common set of rules is still some way in the future, though moves are being made in this direction.

With a total prize fund of £2,050, the Castrol RAC Championship will be held over eight rounds as follows:

March 24, Senior, P. G. B. & H. R. A. April 7, Back Street, N. D. R. C. May 12, Back Street, N. D. R. C. May 19, Back Street, N. D. R. C. June 2, Back Street, N. D. R. C. June 9, Back Street, N. D. R. C. June 23, Back Street, N. D. R. C. July 14, Back Street, N. D. R. C. July 28, Back Street, N. D. R. C. September 1, Back Street, N. D. R. C. September 14, Back Street, N. D. R. C. November 2, Back Street, N. D. R. C.

The winner will receive £700 and a Castrol trophy as well as the RAC one, whilst the prize fund goes down to £40 at 10th position. Castrol will also be running a £500 motor cycle championship at six events.

● Although the rain stopped any chance of them really trying the car out, the Page brothers ran their 427 Chev/Fiat at the last meeting with a borrowed tunnel-ram and twin Holley set-up in place of their regular single Dominator. On Saturday, Clive Page, driving for the first time in some while, managed a near-beat 9.9 s, but really surprised himself and the rest of the team by getting up to 146 mph, near 10 mph faster than before. The following day he spun the car completely around on the burn-out in the rain, and on the run only shut off after coming dangerously close to both fences as the car crossed lanes. With bigger tyres, the team are looking to get down to low nines with the car next year, staying on petrol and carburetion for the foreseeable future.

● One of Pages' main rivals has been the Dick Sharpe A35 Pontiac, and after a very successful meeting that netted a best of 11.0 s, it is ironic that they should have blown the engine up in a private testing session last week after it had been the

model of reliability all year. Sharpe will probably stay with another 421 Pontiac motor, having already planned on fitting it with aluminium rods and new pistons.

● Aiming at the very promising Top dragster class next year, the Stone Racing team plan to take the blown Chevrolet engine out of the recently acquired ex-Bennet dragster and drop in their very successful all aluminium 440 engine from "Tee Rat." Jumping straight in against Priddle, Skilton and all in a blown fueller might be a bit much for their first attempt but they should be in a very strong position in the injected fuel class with their proven ability at running such a set-up. The blown engine will go into the Altered, which again is a known quantity as far as the chassis goes. All of which makes it that much harder for Phil Elson to close the gap between them in his blown Chrysler car.

● Also switching to this class are the "Oblivion" team, who got their injected 283 Avenger down to 10.9 s this year. They have sold the car and are well into the construction of a rear engine 427 powered dragster with Crower injection, roller cam and Crower glide slipper clutch. Aiming at running as high as 80 per cent, they are looking for low 8s.

● Roz Prior is taking steps to keep abreast of the competition with a complete rebuild of what has proved to be a rather secondhand motor, and her 427 will also have a roller cam, the flat tappet one having lost a couple of lobes during the last few meetings.

● Three of the leading Pro Stock cars are currently up for sale; Kevin Pilling's STP-winning Camaro, Pete Bennet's Nova and Tony Dickson's Camaro all offering a good start to the sport for an enthusiastic newcomer with a grudge against the rubber companies. Providing the sales go through, all three should be out in new cars next year, though plans are not yet finalised.







## JCB continue historic championship support



Anthony Hamford last week announced JCB's continued sponsorship of the very popular and successful historic championship organised by Speed Merchants. In the above pictures, large crowds see the start of a Silverstone round with 1973 champion Neil Corner on the left in his Aston DBR4.



**Robbie Gordon's delightful Ferrari Daytona won its class**

## SILVERSTONE

## Render beats the sports cars

Third in the Silverstone Sprint Championship series, the Herts County Auto and Aero Club Sprint on the club circuit again gave both veteran sprinters and novice would be racers a thoroughly good day out. The anomaly mentioned the previous week repeated itself with the highest points scorer in the championship being a road going class runner but in a racing Mini taxed and road equipped specially for the events. Arriving on a trailer. A pity this as the regulations have satisfactorily remained loose for a long time but will have to be tightened up in future to avoid

genuine road car owners being discouraged  
from entering

The BTD battle of the week before was repeated again but this time Frank Aston's Gropa and John Corfield's Martin had to contend with the delightful Brabham BT29X. Vegetarune recently bought by David Render from hullebomber Spencer Elton David pushed this car round in 2m 10s for the one standing-one-flying laps, beating Corfield by 1s with Aston another half second behind. Malcolm Allen's Mini took the smallest road-going saloon class again but by a smaller margin than in previous weeks, still with a substantial points lead in the class which may well gain him the overall championship. The other standard saloon classes went to Ian Richardson's Cooper and Graham Ayris' 3 litre Capri. Colin Rogers very rapid 1 litre racing Cooper 5 recorded 2m 32s to win its class, quite a bit slower than the week

before. In the series he is only a fraction of a point ahead of Roger Harris's extraordinary Vitesse which goes remarkably well against 3 litre Capris and, through running in all the events so far, has gained an excellent score.

Top scorer in the Production Sports Car class is again Brian Tavender's Q15 Ginetta but Brian has had the rather devastating experience of finding another Imp-powered device in his class beating him by nearly 8 s. Although, to be fair, Brian was slower than usual this week, which left Alan Bishop's Davrian a very comfortable class winner. Very close behind Brian on points is Paul Berman's dainty Elan Sprint. Paul was substantially faster than the other Elans in his class this time and, in fact, Bob Brewer's TVR Vixen romped round to second place to break up the Elan domination.

The other Elans battled mightily with but a second covering the three striving for third place. Russ Ward's hillclimb Sprite scraped home just a second ahead of Peter Winter's likewise 1300 cc powered MG. Mike Overton's Marcos had Cyril Baxter's similar car to contend with in his class, Mike being substantially faster on the second run. The finest sight of all, however, was Robbie Gordon's superb Ferrari Daytona bellowing round to a tremendous 2m 16.2s which has effectively set a class bugy far beyond the reach of ordinary mortals for the next few years! John Corfield's Martin kept Aston's Gropa at bay again and added to his score which is now second only to Allen's Mini but had the surprise from David Render's resounding BTD which puts David well ahead in his championship class on points.

Class winners M A an 10 Cooper 2 m 30 & s  
R 4 p 3 s M 2 m 4 R s G My t  
T Leph Vessay 2 m 46 & s C Ringers 10 Min  
C 2 m 5 2 m 3 s 2 m 4 T C 2 m 4 M A Cooper 5  
2 m 29 & s C M Ford Ang 2 m 24 & 4 A 8 shop  
Dev an mp 2 m 3 4 s P Be Han Louis Ean  
2 m 32 & s C Carron 2 m 30 & 4 R  
Ward A M Spr 2 m 3 & 6 M Geron (M cos)  
2 m 4 & s R Gordon Ferrar Daytone 2 m 16 & s  
J n n Eva Ma 2 m 46 & s J Curfield Marl n  
EM 1 2 m 4 s M Hul 2 m 4 s Ma ock w 2 Ma 81  
2 m 30 & s J Framson (Tarran Ma 1 2 m 24 & s

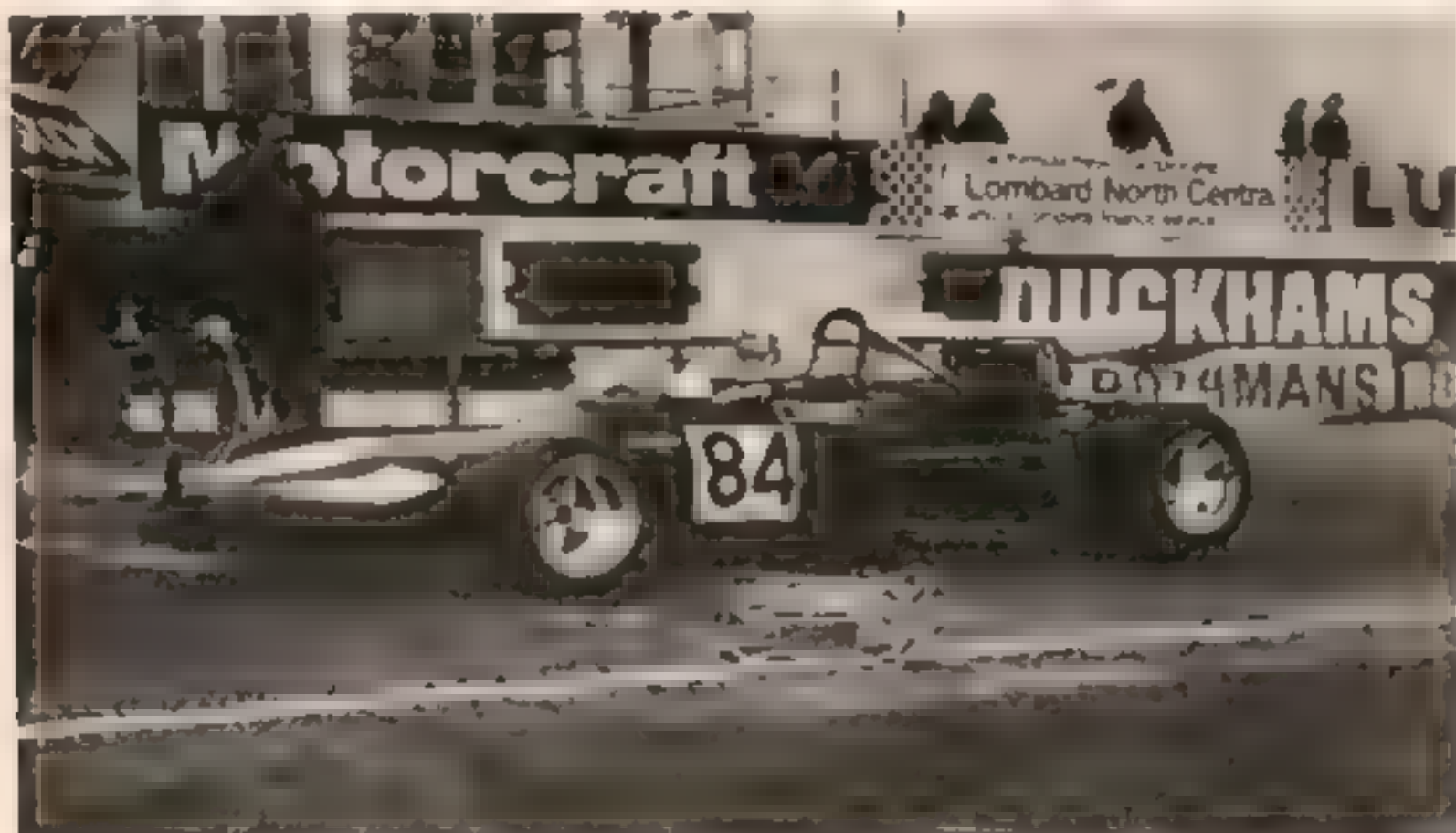






SNETTERTON

## Battle of the Davids



David Runder leaves the Snetterton line with his Brabham BT29, on his way to BTD

### Novice's series

At Silverstone during 1973 the Vandervell Award for Novice Drivers has been run for the second year in succession. A few changes were made to the points scoring system from last year to equalise placings in, say, an FF race and the big class in a clubbie sportscar race with only two starters. Vandervell are, with reservations, pleased with the way things have gone and will continue with the championship next year, but in common with so many championships it has been difficult to arouse the interests of all those eligible competitors whom the series is for—and it costs nothing to enter.

Points were scored at every Silverstone race during the year on either club or Grand Prix circuit by any holder of a restricted licence on January 1 at the rate of 8-6-4-2 in a class of under 10 starters or 12-9-6-3-2-1 for a race of over 10 starters.

This year it was Formula Ford which produced a convincing winner in the form of David Heale. David, a 26-year-old haulage contractor from Wallingford, started motor racing in 1971 with a Cooper S, doing four races before deciding that saloon car racing was not for him. A new Dufon LD9 was ordered in 1972 and David spent the year acclimatising himself to the car in private practice sessions before launching his effort in 1973. In all David drove in 30 races and scored many good places but incredibly has yet to win a race despite leading one from the start until the last corner only to have Alo Lawler nip past at the flag. The most memorable meeting for David was undoubtedly the Bank Holiday Silverstone when he finished second to Derek Lawrence in his heat and third to Lawrence and Donald MacLeod in the final—a fine effort in such distinguished company. Next year David is sticking with FF (probably with the Dufon) and may also contest some FSV races.

The best battle was for second place between two British Leyland employees from Longbridge. Eventually the place just went to 20-year-old student apprentice Mike Donovan. In between attending Aston University Mike has found time to maintain his modsports MG Midget. The car is the ex-John Northcroft

machine with short stroke engine, plastic bodywork, rose jointed suspension, etc. Following some sprints at the end of 1972 Mike then started racing and picked up four wins, seven seconds, two thirds and a fifth from 15 starts (allegedly breaking even financially on the season) which included a few close battles with recognised 1150 Spridget ace Andy Bailey. Mike intends to carry on with the same car next year.

Mike's adversary for second place was BL Research and Development engineer Charles Bernstein. Charles has dabbled in building up various cars in the past but at 26 he made a relatively late entry into racing with his flawless 850 Mini ("Stein-Whine"). Charles completely built the car himself (girlfriend Sandy giving it the final polish). Complete with short stroke engine (sleeved down B70 "S"), 8 port head and every conceivable tweak Charles drove in 10 races (retiring with broken pistons twice) and it is therefore much to his credit that he collected so many points and a so third in class in the Esso Uniflo championship. Charles will be continuing with the same car next year which will no doubt have undergone some further development and be just as immaculately turned out.

It was another modsports Spridget driver who completed the top four—David Beresford, the 22-year-old brother of demon FF Palliser driver Ian, David, who is a builder and garage proprietor from Chesterfield in Derbyshire, spent the season campaigning his short stroke engined car and picked up places consistently especially at the beginning of the season. David intends to stay with modsports next year but is hoping to acquire a new 1300 Midget. Last money winner this year was Tim Gath who did well to collect so many points as he did with his F1200 U2 from a small number of outings.

The scheme has now produced 10 prize-winners in its two years and hopefully we will see the names Heale, Donovan, Bernstein, Beresford, Gath and Doug Bassett, Andy Bailey and Trevor Cook from last year appearing in results of major races in the near future—then the true value of the Vandervell scheme will be appreciated.

1 David Heale 48 pts 2 Mike Donovan 36 pts 3 Charles Bernstein 32 pts 4 David Beresford 32 pts 5 Tim Gath 27 pts

The battle of the Davids on Sunday at Snetterton went the way of Mr Runder whose beautiful little Brabham BT29 pipped Mr Orbell's clubmen's U2 to BTD at Cambridge CC's sprint meeting by just 0.4 s. In bright sunshine the Cambridge club managed to squeeze in a third run for the 88 or so competitors before nightfall at the risk of the hardy marshals suffering frostbite in various extremities, for the circuit was again swept by arctic wind.

The 850 cc modified saloon class was the first to be let out for their runs over the 2.4 mile course which started opposite the pits and terminated on the exit from Coram. No one could really challenge Bernie Tester whose runs all day hovered around the 116 s mark, his class winning run of 115.5 s taking the all-Mini category from "B.g" Dick Adams by nearly 2 s. The 1 litre class was also an all-Mini affair the shared car of Duncan Kirk and Alan Smith took first and second places, Kirk with a best time of 118.5 s and Smith a further 13 s behind. Other shared vehicles were less fortunate—the Chris Bates/David Jacob Mini was shunted in practice—while the autocross car of Barry Crump/Alan Davis headed for its natural element at the Esses on the first of the afternoon's runs with rather dire results. After a disastrous first run Jon Mowatt wound his Cooper S to a 5 s win in the 1300 cc class ahead of Terry Wakelin's Mini which improved by half a second a run during the day. Norman Terry (Cooper) stole third from Autocross driver Graham Hathaway's Escort TC with a very fast final run in the gathering gloom. Large saloons were few and Dick Talbot cleaned up the class in the Safety Fast Escort RS1600.

A Capri 3000 dual featured in the production saloon class with Graham Ayris managing to keep his Capri about 1 s ahead of that of John Cox. Bert Wood was not that far adrift in his 2 litre BMW while Steve Gilby's Mexico performance was excellent as he fought off the challenge of similarly mounted Mike Potts. The smallest-engined car in the class convincingly won the modified sports car award, namely Peter Winter in the 1.3 Midget. Towering over its rivals (even the Morgans) in the production sports class was Antony Clinkard's Alvis 12/70—how about that for G3? After two earlier runs in the 109 a bracket Peter Berman produced a final run of 161 s, nuff said, and his problems let in Raymond Kershberg in another Lotus Elan who produced a third run of 109.1 s to take the class by just 0.1 s.

The remaining class was very much a libre affair with Runder (Brabham), Orbell (U2) and the PMF BDA of Peter Fisk and Thomas Round vying for BTD. Orbell set the pace in practice but Runder's first run in the BDA engined Brabham of 97.0 s proved to be enough although both his and Orbell's efforts to warm up their cars' slicks before runs two and three would have warmed the crowd at Santa Pod let alone the few Snetterton spectators. Indeed Orbell's efforts almost paid off as he reduced the gap to 0.4 s after a fine second run. The PMF took the next two places but could not break the 100 s barrier.

### MIKE DIXON

BTD David Runder (1.4 Brabham Vespene BT29X BDA 87.1)  
E class winners Bernard Tester (850 Mini) 115.5 s  
Orbell's U2 to B.M.C. M 116.5 s  
1 B.M.C. Cooper S 107.4 s Dick Talbot 1.6 Ford  
E 118.5 s 110.1 s G. Smith 110.1 s Ford Capri  
3 118.5 s 110.1 s Peter Winter 118.5 s MG Midget  
119.1 s Raymond Kershberg 119.1 s Lotus Elan 109.1 s  
David G. St. 1.4 U2 118.5 s 118.5 s

● Lorina Boughton, driving boyfriend Jerry Gambrell's F3 GRD 373, has won the British Woman Racing Drivers Club championship for 1973. She scored 35 points to Pauline Richardson's 19, the latter driving a Mini.

Miss Boughton's points have been amassed in Formula Libre races in which she has nearly always finished in the top half dozen. Plans for next season are already well under way for a serious championship bid in a single seater Formula, but not Formula Ford.



# Dealer Team Vauxhall Sportparts Centres.

Run by enthusiasts  
for enthusiasts.

**Bentley Bros. (Sheffield) Ltd.,**  
44 Savile Street, Sheffield S4 7UA  
Yorks 0742 29281

**Chester Engineering Co.,**  
Bedford Works, Boughton, Chester  
0244 24611

**City Motors (Oxford) Ltd.,**  
Gloucester Street, Oxford, 4802.

**David Marshall Ltd.,**  
60-70 Shaftesbury Avenue  
Belfast BT7 2ES 32222

**Drake & Fletcher Ltd.,**  
The Broadway Maidstone, Kent  
0622 55531

**E.J. Baker Motors Limited,**  
1 Lower Farnham Road, Aldershot  
Hants. 0252 24401

**E.S. Stock Motors Limited,**  
Main Road, Copdock, Nr Ipswich  
Suffolk 555

**G.N. Croydon Ltd.,**  
380 London Road, Croydon, Surrey  
01-654 3686

**Grose Ltd.,**  
Queens Park Parade, Kingsthorpe  
Northampton. 0604-31682

**Hamilton Motors (London) Ltd.,**  
466-490 Edgware Road  
London W2 1EL 01-723 0045

**Harold Thompson and Sons Ltd.,**  
Tynemouth Road, North Shields  
Northumberland 089 45-70346

**J.S. Robson Ltd.,**  
Front Street, Consett, 02072 2112

**Leedhams (York) Ltd.,**  
Rouquier Street, Lenda, Bridge  
York 0904 25444

**Nash of Cardiff Ltd.,**  
Sloper Road Cardiff  
0222-387221

**Neville (E.M.V.) Ltd.,**  
Nottingham Road, Mansfield  
Notts. 26101

**Ryland Vehicle Group,**  
Ryland Street, Birmingham B16 8BT  
Warwick. 021-454 8117

**Shaw & Kilburn Ltd.,**  
Two Waters Road, Hemel  
Hempstead, Herts. 5.212

**S.M.T. Sales-Service,**  
Dunkeld Road, Perth 26241

**Thompsons of Hull,**  
230-236 Anlaby Road, Hull, E. Yorks  
0482 23681

**Wallace Arnold Sales-Service Ltd.,**  
123 Hunslett Road, Leeds, York  
0532 399...

**Wellington Garages (Oldham) Ltd.,**  
Huddersfield Road, Oldham, Lancs  
081 633 1334



## NEW CAR GUIDE

**ALFA ROMEO** see Alan Day Ltd 3417 Finchley Road, HA 11 2AD Tel 01-435 1133  
**AUTO-UNION AUDI** see Alan Day Ltd 3417 Finchley Road, HA 11 2AD Tel 01-435 1133  
**DE TOMASO** see Alan Day Ltd 3417 Finchley Road, HA 11 2AD Tel 01-435 1133  
**FERRARI** see Alan Day Ltd 3417 Finchley Road, HA 11 2AD Tel 01-435 1133  
**LANCIA** see Alan Day Ltd 3417 Finchley Road, HA 11 2AD Tel 01-435 1133  
**LEASE A NEW BMW** see Alan Day Ltd 3417 Finchley Road, HA 11 2AD Tel 01-435 1133  
**SEMITAR GTE** see Alan Day Ltd 3417 Finchley Road, HA 11 2AD Tel 01-435 1133

## ALFA-ROMEO

1750 GTV 1975 2-door black two-tone Rego HRW  
New M44 N 445 and exhaust 11285 and Tel 01-435 1133  
1971 ALFA ROMEO GT VELOCE 4 door M44 N 445  
New M44 N 445 and exhaust 11285 and Tel 01-435 1133  
1750 SPIDER 1975 2-door black two-tone Rego HRW  
New M44 N 445 and exhaust 11285 and Tel 01-435 1133

## AMERICAN CARS

**D.B. MOTORS OF LEICESTER** Specialists in all types of  
American cars and vans. See our latest page and  
make a visit to us and see for yourself. Tel 01-435 1133  
**THE SPECIALISTS IN GROUP ONE AMERICAN CARS**  
New or used cars and vans. See our latest page and  
make a visit to us and see for yourself. Tel 01-435 1133  
**THE SPECIALISTS IN GROUP ONE AMERICAN CARS**  
New or used cars and vans. See our latest page and  
make a visit to us and see for yourself. Tel 01-435 1133

## AUSTIN

**M REGISTERED ALLEGRO 1700cc 6-DOOR SPORTS**  
Special in black and silver. Tel 01-435 1133  
only 11,700. L.S. & H. Garage Tel 01-435 1133

## AUSTIN HEALEY

**AUSTIN HEALEY 3000 MM 3 1963** O.D. W. at 5000  
R. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000. 1001. 1002. 1003. 1004. 1005. 1006. 1007. 1008. 1009. 1010. 1011. 1012. 1013. 1014. 1015. 1016. 1017. 1018. 1019. 1020. 1021. 1022. 1023. 1024. 1025. 1026. 1027. 1028. 1029. 1030. 1031. 1032. 1033. 1034. 1035. 1036. 1037. 1038. 1039. 1040. 1041. 1042. 1043. 1044. 1045. 1046. 1047. 1048. 1049. 1050. 1051. 1052. 1053. 1054. 1055. 1056. 1057. 1058. 1059. 1060. 1061. 1062. 1063. 1064. 1065. 1066. 1067. 1068. 1069. 1070. 1071. 1072. 1073. 1074. 1075. 1076. 1077. 1078. 1079. 1080. 1081. 1082. 1083. 1084. 1085. 1086. 1087. 1088. 1089. 1090. 1091. 1092. 1093. 1094. 1095. 1096. 1097. 1098. 1099. 1100. 1101. 1102. 1103. 1104. 1105. 1106. 1107. 1108. 1109. 1110. 1111. 1112. 1113. 1114. 1115. 1116. 1117. 1118. 1119. 1120. 1121. 1122. 1123. 1124. 1125. 1126. 1127. 1128. 1129. 1130. 1131. 1132. 1133. 1134. 1135. 1136. 1137. 1138. 1139. 1140. 1141. 1142. 1143. 1144. 1145. 1146. 1147. 1148. 1149. 1150. 1151. 1152. 1153. 1154. 1155. 1156. 1157. 1158. 1159. 1160. 1161. 1162. 1163. 1164. 1165. 1166. 1167. 1168. 1169. 1170. 1171. 1172. 1173. 1174. 1175. 1176. 1177. 1178. 1179. 1180. 1181. 1182. 1183. 1184. 1185. 1186. 1187. 1188. 1189. 1190. 1191. 1192. 1193. 1194. 1195. 1196. 1197. 1198. 1199. 1200. 1201. 1202. 1203. 1204. 1205. 1206. 1207. 1208. 1209. 1210. 1211. 1212. 1213. 1214. 1215. 1216. 1217. 1218. 1219. 1220. 1221. 1222. 1223. 1224. 1225. 1226. 1227. 1228. 1229. 1230. 1231. 1232. 1233. 1234. 1235. 1236. 1237. 1238. 1239. 1240. 1241. 1242. 1243. 1244. 1245. 1246. 1247. 1248. 1249. 1250. 1251. 1252. 1253. 1254. 1255. 1256. 1257. 1258. 1259. 1260. 1261. 1262. 1263. 1264. 1265. 1266. 1267. 1268. 1269. 1270. 1271. 1272. 1273. 1274. 1275. 1276. 1277. 1278. 1279. 1280. 1281. 1282. 1283. 1284. 1285. 1286. 1287. 1288. 1289. 1290. 1291. 1292. 1293. 1294. 1295. 1296. 1297. 1298. 1299. 1300. 1301. 1302. 1303. 1304. 1305. 1306. 1307. 1308. 1309. 1310. 1311. 1312. 1313. 1314. 1315. 1316. 1317. 1318. 1319. 1320. 1321. 1322. 1323. 1324. 1325. 1326. 1327. 1328. 1329. 1330. 1331. 1332. 1333. 1334. 1335. 1336. 1337. 1338. 1339. 1340. 1341. 1342. 1343. 1344. 1345. 1346. 1347. 1348. 1349. 1350. 1351. 1352. 1353. 1354. 1355. 1356. 1357. 1358. 1359. 1360. 1361. 1362. 1363. 1364. 1365. 1366. 1367. 1368. 1369. 1370. 1371. 1372. 1373. 1374. 1375. 1376. 1377. 1378. 1379. 1380. 1381. 1382. 1383. 1384. 1385. 1386. 1387. 1388. 1389. 1390. 1391. 1392. 1393. 1394. 1395. 1396. 1397. 1398. 1399. 1400. 1401. 1402. 1403. 1404. 1405. 1406. 1407. 1408. 1409. 1410. 1411. 1412. 1413. 1414. 1415. 1416. 1417. 1418. 1419. 1420. 1421. 1422. 1423. 1424. 1425. 1426. 1427. 1428. 1429. 1430. 1431. 1432. 1433. 1434. 1435. 1436. 1437. 1438. 1439. 1440. 1441. 1442. 1443. 1444. 1445. 1446. 1447. 1448. 1449. 1450. 1451. 1452. 1453. 1454. 1455. 1456. 1457. 1458. 1459. 1460. 1461. 1462. 1463. 1464. 1465. 1466. 1467. 1468. 1469. 1470. 1471. 1472. 1473. 1474. 1475. 1476. 1477. 1478. 1479. 1480. 1481. 1482. 1483. 1484. 1485. 1486. 1487. 1488. 1489. 1490. 1491. 1492. 1493. 1494. 1495. 1496. 1497. 1498. 1499. 1500. 1501. 1502. 1503. 1504. 1505. 1506. 1507. 1508. 1509. 1510. 1511. 1512. 1513. 1514. 1515. 1516. 1517. 1518. 1519. 1520. 1521. 1522. 1523. 1524. 1525. 1526. 1527. 1528. 1529. 1530. 1531. 1532. 1533. 1534. 1535. 1536. 1537. 1538. 1539. 1540. 1541. 1542. 1543. 1544. 1545. 1546. 1547. 1548. 1549. 1550. 1551. 1552. 1553. 1554. 1555. 1556. 1557. 1558. 1559. 1560. 1561. 1562. 1563. 1564. 1565. 1566. 1567. 1568. 1569. 1570. 1571. 1572. 1573. 1574. 1575. 1576. 1577. 1578. 1579. 1580. 1581. 1582. 1583. 1584. 1585. 1586. 1587. 1588. 1589. 1590. 1591. 1592. 1593. 1594. 1595. 1596. 1597. 1598. 1599. 1600. 1601. 1602. 1603. 1604. 1605. 1606. 1607. 1608. 1609. 1610. 1611. 1612. 1613. 1614. 1615. 1616. 1617. 1618. 1619. 1620. 1621. 1622. 1623. 1624. 1625. 1626. 1627. 1628. 1629. 1630. 1631. 1632. 1633. 1634. 1635. 1636. 1637. 1638. 1639. 1640. 1641. 1642. 1643. 1644. 1645. 1646. 1647. 1648. 1649. 1650. 1651. 1652. 1653. 1654. 1655. 1656. 1657. 1658. 1659. 1660. 1661. 1662. 1663. 1664. 1665. 1666. 1667. 1668. 1669. 1670. 1671. 1672. 1673. 1674. 1675. 1676. 1677. 1678. 1679. 1680. 1681. 1682. 1683. 1684. 1685. 1686. 1687. 1688. 1689. 1690. 1691. 1692. 1693. 1694. 1695. 1696. 1697. 1698. 1699. 1700. 1701. 1702. 1703. 1704. 1705. 1706. 1707. 1708. 1709. 1710. 1711. 1712. 1713. 1714. 1715. 1716. 1717. 1718. 1719. 1720. 1721. 1722. 1723. 1724. 1725. 1726. 1727. 1728. 1729. 1730. 1731. 1732. 1733. 1734. 1735. 1736. 1737. 1738. 1739. 1740. 1741. 1742. 1743. 1744. 1745. 1746. 1747. 1748. 1749. 1750. 1751. 1752. 1753. 1754. 1755. 1756. 1757. 1758. 1759. 1760. 1761. 1762. 1763. 1764. 1765. 1766. 1767. 1768. 1769. 1770. 1771. 1772. 1773. 1774. 1775. 1776. 1777. 177

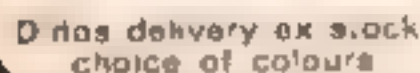


## Stock and Performance Cars 47-51 Racing and Competition Cars 54-59 Autospot Market Place 60-63

Don't be afraid to use our Robophones  
Please telephone us prior to visiting

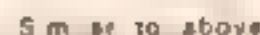
**GOOD SELECTION OF SECONDHAND SPORTS**

## Tel: Newcastle-upon-Tyne 659912/659553.



FERRARI DISTRIBUTORS FOR WARWICKSHIRE  
BRANDON, NR COVENTRY. Tel: Woleson 2265/0

- ★ Approved Service Centre for LAMBORGHINI and BMW cars
- ★ Specialise in ASTON MARTIN cars—ASTON MARTIN trained technicians
- ★ Approved for Servicing and Testing Gearing Brakes and Shock Absorbers
- ★ Complete engine diagnosis on Sun Electronic Tuner and full performance and high speed brake testing on the Sun Roadmatic Rolling Road
- ★ Demonstration car available by appointment. New Dinos in choice of colours. E & V de Vry



5 m or to above  
**CAPRI 3000 GT XLR 1970** Engine rebuilt to  
 latest specification with **Porsche Cam** new **5**  
**gear box** 34 000 miles Road use only Red  
 and stereo £1895  
**MGC GT, 1968** Overdrive, wire wheels, pb rad  
 immaculate condition £725  
**RE1600 1971 White**, 22 000 miles road use only  
 Excellent cond on £695  
**Escort Twin Cam** Built Apr. 1973 from new  
 bodyshop. With luxury suspension on high ratio  
 steering 5<sup>th</sup> gear wheels, lotus super  
 equipment, camp cloth seats. Finished in  
 diamond white with lotus green flash 4 600  
 miles road use only £995  
**2- Type DMC 1962 Red** Exceptional condition  
 1 year MOT radio and stereo £475

Tel: Uttoxeter 4429 (088 93)

53-57 LONDON ROAD, SHEFFIELD 2

- |      |   |       |
|------|---|-------|
| 1973 | Triumph TR6 Roadster.<br>Magenta. Overdrive,<br>radio .....     | £1650 |
| 1971 | Datsun 240Z. Gold.<br>Radio .....                               | £1545 |
| 1970 | Capri 3000 GTXLR.<br>Burgundy/ruby. Heated<br>rear window       | £895  |
| 1972 | Escort 1300 GT 2 door<br>Copper/tan                             | £895  |
| 1971 | Rover 2000 Automatic<br>White                                   | £1350 |
| 1973 | Grenada 3000 GXL<br>Automatic. Evergreen<br>Sports wheels ..... | £1895 |
| 1972 | Triumph GT6 Damson<br>Heated rear window ...                    | £1195 |
| 1971 | Chrysler 180 Manual<br>Blue .....                               | £925  |
| 1972 | Vauxhall Victor 2300.<br>Green .....                            | £1065 |
| 1972 | Zephyr V6 de luxe.<br>White/black .....                         | £875  |
| 1972 | Vauxhall Victor Estate<br>1800. Gold                            | £1085 |

Tel 0742 29091

PETERBOROUGH LTD

of the nature of the distinction

- 1973 MERCEDES BENZ 330 SL sports all-d head and soft top auto grabber power air conditioning radio with cassette AM/FM from seal head rest finished in white with top interior new outstanding value \$12,795
- 1973 BMW 330 saloon one in metallic basket blue offered in colorado state both head rest and window and radio type plus usual BMW service three cars offered at \$2,995
- 1972 (L) ROVER 3500 is almost, with sunstain roof and beige leather trim. fitted power steering radio with roof a real good seat head rest spare wheel on boot id one power from 100 why wait six months offered at \$1,145
- 1971 July ROVER 3500 automatic fitted power air row air condit her one black radio stereo front seat head rest spare wheel on boot id fitted rear window special wheel trim low amps plus more rows other extras finished in white with red trim this super car offered at \$1,545
- 1971 little MORGAN 4/6 sports a dark blue with black trim fitted 1600 cc 4 cylinder 1 fan y power soft low in car and in exceptional condition throughout Offered at \$1,395
- 1966 MERCEDES BENZ 300 SL 3 Sports in ivory with tan trim and radio this car is in first class condition for its car and offered at \$2,995
- Viewing the above vehicles please contact

ALAN DOBLER

Phone: 800-451-7000 (8723) 63177

after hours. Wainford 510.

**MERCEDES BENZ**

ALAN DAY LTD 341 7 F F C of R. Memphis TN 38103 1113

## MG

- MIDGET 1968 Totten red veg good cond on I m...  
M Midget 1970 ...  
MCC CT 73 ...  
MGB GT 1971 ...  
MGB GT 1971 ...  
MGB MIDGET 1971 ...  
1968 MGB Torq ...  
MIDGET 1275 F ...  
MG MIDGET MK II ...

## MINI CARS

- [illegible]

## MINI COOPER

- 1968 MAR 14 9 30 AM '68

New and unregistered, 1973, 300 miles only  
V8. Stereo, radio, automatic, pab, pas,  
centre console, wide profile tyres, finished  
in metallic ivy glow, your last chance to  
own a brand new example of this beautiful  
thoroughbred. Give away price £2,900.

### Finance answered

**Tel: Abingdon 32719 (Berks) evenings.**

1970, white/black interior, Corbeau recliners.  
Very good condition, Dunlop alloy/steel 8in  
wheels. £775 ono.

**ALSO**

1972, 1000cc Mini Van, \$425 one. Private sale.

Tel: Harlow 20362.

- SIGMA BROWN COOPER Spots Mkr 5980c Balanced  
and white all Speedway Signs Head 5700c Boxed va  
shoes dis find wher- a hot car pty card 1175 and  
to D10 1041 dapt a C16y 531 over nps (4F  
1275 COOPER S 1968 Arroyo mkrw Agor ty es, sumph na  
ronf a e m hng agos Lmmed fied 1195 Tel 01 553  
0414 Blakewich (4F

## MORGAN

**MALVERN SPORTS CARS** 41 Howell Road Malvern (TC)  
A 3000 cc T4 63757  
Plus 4 63 T4 31575 = a wheel as new tubed tyres  
Marathon alloy and 3 1/2" d new wheel and hood  
Carburettor has T4 0133C 3457 after room 47  
1/2" x 1/4" D a blue d 4 steps C 12 = 1/2" wheel  
uggage rack and 1000000 Carburettor maintained 13 200  
1/2" x 1/4" wheel 2 years for how car 11499 Tel Sticks  
Berry 307 (North)

## NOVA

NOVA	November 1972	Red Superb black nite of	Aula.
ce an 2 2 1/2	and 14	and engine 6 ack 5 2 20	Many
by ras	cost over 42 000	A red baby at 5 500	42
Red 5m th	at High Wycombe	0000 24 31	147

## NSU

MSU ROMO Great on wheels Absolutely immaculate condition and new engine with 4. make it really Runs on cheap gas 1.00 Per Gallon 3.07 Aftertax 3.88

**POASCHE**

**PORSCHE CARS GREAT BRITAIN LTD** invite prospective  
sales to visit their display at 9 and 10, St James's  
Place, London W1A 1DB. Tel: 01-262 2222. **1000**

## MARCOS

- MARCOS Vb \*ange e Deinter 9h8 a 7h m 4  
 e d ve e n26 th = 304 45 2nd / 25 5 4  
 12 November 05074 d21 472 210 47



# SPORTS AND PERFORMANCE CARS

Sports and Performance Cars 47-56 Racing and Competition Cars 58-59 Autopart Market Place 60-63

## D and A AUTOS

(Kingsbury)

8-10 Slough Lane, Kingsbury, NW9

(off Church Lane)

- 1966 MGB Roadster ..... £425  
 1970 TR6. White. Fuel injection Roadster  
 £1125  
 1967 MUSTANG Automatic Convertible.  
 Power hood  
 1966 E-TYPE 4.2 GT. Midnight blue.  
 23,000 miles ..... £1150  
 1966 JAGUAR 3.4 S. Metallic blue £360  
 1968 MORRIS 1100 Mk II. In red. 4-door  
 £410  
 VW 1302S, J. reg. One owner ..... £735  
 MINI CLUBMAN, J reg. Mag wheels,  
 heated rear window ..... £625

Tel: 01-205 4298

Also a regular supply of Bentley S1, S2,  
 S3. Available also, Rolls-Royces to order  
 all at competitive prices.

## SGT ON THE BORDERS OF BUCKS AND BERKS

MAIN AGENTS FOR

LOTUS GINETTA SCIMITAR

Immediate Delivery Early Delivery  
 On 1000 cc 1000 cc 1000 cc  
 2 130 5-speed 2 130 5-speed 2 130 5-speed  
 Demonstration vehicles always available

1973 LOTUS +2S 1300 5 speed 1300 5 speed	1973 LOTUS ELAN SPRINT FHC 5 1300 5 speed	1973 LOTUS ELAN SPRINT FHC 5 1300 5 speed
1973 SCIMITAR GTE 4 1300 5 speed	1973 SCIMITAR GTE 4 1300 5 speed	1973 SCIMITAR GTE 4 1300 5 speed
1973 JAGUAR E-TYPE V12 2 5 1300 5 speed	1973 JAGUAR E-TYPE V12 2 5 1300 5 speed	1973 JAGUAR E-TYPE V12 2 5 1300 5 speed
1973 PORSCHE 911 4 1300 5 speed	1973 PORSCHE 911 4 1300 5 speed	1973 PORSCHE 911 4 1300 5 speed
1973 ALFA ROMEO 1750 BERLINA 4 1300 5 speed	1973 ALFA ROMEO 1750 BERLINA 4 1300 5 speed	1973 ALFA ROMEO 1750 BERLINA 4 1300 5 speed
1968 FERRARI 360 GTC 4 1300 5 speed	1968 FERRARI 360 GTC 4 1300 5 speed	1968 FERRARI 360 GTC 4 1300 5 speed
1971 FAY 125 SPORT 1 125 5 speed	1971 FAY 125 SPORT 1 125 5 speed	1971 FAY 125 SPORT 1 125 5 speed
1971 BMW 2002 T 2 2000 5 speed	1971 BMW 2002 T 2 2000 5 speed	1971 BMW 2002 T 2 2000 5 speed

STATION GARAGE - TAPLOW

Station Approach, Taplow, Bucks. Tel: 29544 or 29545

OPEN WEEKDAYS 8AM-7PM  
 SUNDAYS 10AM-4PM

## TESTER MOTORS

offer for sale

- AC COBRA Mk II, ex-Richard Taft  
 £5,000  
 Ex works SUNBEAM TIGER, Monte  
 Carlo Rally car, full history, one  
 owner, offers  
 1961 E-TYPE, hard and soft tops, early  
 example. Collector's piece ..... £825  
 1958 LOTUS SEVEN, Ford 1500 GT  
 engine ..... £425  
 1960 DAIMLER DART SP250, 12 months'  
 MoT, very clean car ..... £700  
 1950 120 ROADSTER, 8,700 from new  
 immaculate ..... £1,600  
 1955 140 ROADSTER, fair condition £750  
 1955 140 FIXED HEAD ..... £425  
 1955 140 DROP HEAD for spares or  
 rebuild ..... £150  
 1970 MGB GT, blue w/w and over-  
 drive ..... £1,050

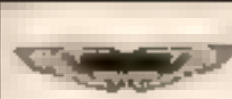
Tel: Byfield 80685 (Northants)

Mr Foster,  
 School Street, Woodford Halse,  
 Daventry, Northants.

## JOS RANGLES



SALES



SERVICE



SPARES

- 1966 (Dec) Mk II E-Type FHC Black Sun  
 roof tinted glass chrome wheels,  
 tonneau Spas seats red o ..... £1400  
 1970 Aston Martin DB V8 manual 1 owner ..... £3995  
 1972 Triumph Spitfire Sienna ..... £895  
 1970 (J) Triumph Stag DN Coupe Red. O/D ..... £1690  
 1968 Jensen Interceptor Mk I ..... £2495  
 1973 TVR 2500M. Blue Mega. o/d 3,000  
 m. as ..... £1690  
 1970 Jensen Interceptor Mk II Auto ..... £3795  
 1967 (F reg) Lotus +2 Red ..... £1075  
 1970 MGB Roadster White, Restyles ..... £395  
 1970 Alfa 1300 Spyder ..... £1085  
 1972 Ferrari Dino 246 GT. Red Electric  
 windows ..... £4000  
 1968 Lotus Elan +2. Beige ..... £1295  
 1968 (Q reg) Alfa 1750 QTV ..... £395  
 1970 (J) MGB Roadster O/D W w ..... £395  
 1970 E-Type FHC Sun roof ..... £1775  
 1971 (Reg) Mustang 302 GT ..... £1225  
 1971 Lancia Zagato 1.3 ..... £1495  
 1972 Gilbern Invader 18,000 miles 1 owner ..... £1795  
 1971 Lotus 7 Red ..... £1195  
 1972 Europa Twin Cam. Stereo Green .. £1695

Choice of several Elans from £795

Large stocks of Lotus and Scimitar parts.  
 Service and repairs by works trained staff

## WHARF GARAGES STOKE-ON-TRENT

Tel: 48361-47623

## MOTORWAY SPORTS CARS LTD.

- LOOK NO DEPOSIT  
 FINANCE AVAILABLE  
 73 MGB III. O/D £1395  
 73 M TR6, 2000 m. as ..... £1395  
 73 R MGB GT V8 £1395  
 72 SPITFIRE IV O/D W ..... £790  
 72 (Dec) MGB O/D W ..... £1030  
 72 R/72 motor MGB. C/N ..... £1030  
 71 MGB Midget ..... £580  
 71 R reg. TR6 ..... £1195  
 Tel: Broughton (022-775) 223/473.

## LOTUS ELAN 2+2s

Genuine 3,000 miles only. Confirmed in  
 writing by Lotus, absolutely immaculate  
 Stereo, air horns plus usual Lotus refine-  
 ments. Taxed. Offers around £1450. White  
 with black interior. HP terms possibly  
 available. Genuine private sale

Tel: 01-567 9283 (9 to 5) or  
 01-567 1912 (any time).

## gerry marshall

1972 (L reg) DATSUN 240Z 1 owner. Mag wheels,  
 rad. stereo and numerous other extras. Excellent  
 condition ..... £1,925

VAUXHALL VENTURA FD MK II. Fitted 302 cu. in.  
 (5.3 litre) V8 Chevrolet engine. 2F 5 speed gearbox.  
 1500 11,000 miles only. From new. First reg. red  
 November 1969. Immaculate. Finished in Silver  
 over silver with black leather trim. May be the  
 best running 4 wheel Vauxhall ever. 1000 cc. 1000  
 range fuel tank etc. A superb race car road car  
 for only ..... £1,495

Another car of the same specifications, though  
 we mention it. This is a 1968 Ford Mustang 4  
 speed gearbox with O/D and 16 inch sun roof.  
 21,000 miles only. Offered reluctantly at ..... £1,095

1973 TRIUMPH SPITFIRE MK IV 1.6 1 owner from  
 new. 14,000 m. as only. Extras include 16 inch  
 Ashby hard top Overdrive, radio and sundry gear.  
 Specimen condition ..... £925

1972 (L reg) RANGE-ROVER. Finished in white with  
 tan trim. Sundry glass. Unmarked condition ..... £2,850

Gerry Marshall is always pleased to discuss motor  
 cars and motor sports. If you are thinking of  
 purchasing anything, give us a ring

PS. No one seems to have done anything of note this  
 week, so may we just mention the we still have  
 the paralytic Ivan Dutton's double champion-  
 ship winning Escort Sport and the ex-Broadspeed 1972  
 championship winning Mecedo in stock

## Marshall Wingfield Ltd

858 Finchley Road, London NW1.  
 Tel: 01-458 4204.

## HINE & WHITE

436 bhp Corvette Mako Shark. Finished in red  
 metallic black trim. Manual gearbox. 28 d. n.  
 Wood's etc. wheels. new Dunlop F70s. sp. t.  
 roof. VHF radio. Many other extras. Private  
 property of one of the partners ..... £2475

1968 (H) Mercedes Benz 280 SL. Finished in white  
 black trim. Automatic. PAS, hard top, red o.  
 electric aerial. 2 owners ..... £3475

1973 NSU Ro80. Metallic red with black cloth  
 upholstery. Sundry HRW. red o. electric etc.  
 8,000 warranted miles ..... £2760

1970 Jaguar E-Type 4.2 FHC. Finished in satin  
 black interior. Fitted radio stereo/tepe play.  
 chrome wire wheels ..... £1775

1968 MGB GT. Finished in blue with black interior.  
 Wire wheels. 28,000 warranted miles. 1 owner  
 ..... £945

1973 Ford Cortina 2000 GXL. Finished in Daytona  
 yellow with black interior. Fitted vinyl roof.  
 HRW. 16,000 miles. 1 owner ..... £1445

1969 Jaguar E-Type 4.2 FHC. Finished in blue  
 with black interior. Fitted Sundry CWW.  
 HRW. red upholstered electric aerial. Kon. s. all  
 round ..... £1695

1970 (J) Cortina 1600E. Blue m. n. with black  
 interior. Red o. spot-plis. special steering  
 wheel. 6800 tyres all round. 30,700 recorded  
 miles. 2 owners. Tax till Aug 74. Above  
 average condition ..... £925

## ABBOTS WORKS, FARNHAM

Tel: FARNHAM 4441/5888

## TVR 3000M, 1973

Burgundy with black trim, fitted radio  
 sun roof and HRW. AutoVita tuned  
 engine. Only 4,000 miles. As new, factory  
 built and cost new £2650. Seen anywhere  
 UK

£1795

Chris, 01-722 1795 (evenings)



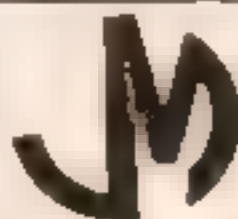
# SPORTS AND PERFORMANCE CARS

Sports and Performance Cars £7-30 • Racing and Competition Cars £8-59 • Autospot Market Place £8-63

## RC ROGER CLARK CARS

New B115 Targa tan/white list  
New Porsche 911T Targa in red  
New Porsche 911T Coupe  
New Lotus 125 1305 Green list  
New Lotus 1300 blue list  
New Jensen Healey Targa in blue/red  
1972 Alfa Romeo 2000 Saloon Ex demo  
car 10 000 miles £1965  
New Alfa Romeo 5 yde 2000 Red list  
1973 Porsche 911E Targa White Ex demo  
car £4600  
1973 Jensen Interceptor Road blue £6250  
1971 Volvo 144 Automatic Dark blue £1725  
1971 Jensen FF 5 car £4900  
1970 Jaguar XJ6 4.2 Auto Stereo S.R.  
£2300

Coventry Road, Narborough, Leics.  
Tel: Narborough (053 729) 3212



JEM MARSH LIMITED



I have the largest selection of  
Marcos in the world. Marcos 1800,  
1500, 1600, 3-litre Ford, 3-litre Volvo  
and Mantis

### ONE ONLY

TVR 2500M, 1973—3 800 miles only  
Radio, stereo, sunroof, Wooferace  
wheels. This car is immaculate, £1895 or  
very near offer

For all spares and service

Tel: Westbury 3997

Please note my new address

Jem Marsh Limited,  
Boreham Road Garage,  
Boreham Road, Warminster, Wiltshire  
Tel: Warminster 4777

## JAGUAR XK 150 S FHC



An excellent example of this fine machine  
Truly a collector's piece Very original—  
68 000 miles She wood green, chrome  
wire wheels, bodywork and interior  
unique, o/d radio Car has been garaged  
over past 4 years. Fastidious care of  
engine, etc. Bills to prove. Price £1960  
ono

For further details and history  
Tel: 01-879 9517 (home),  
01-680 5339 (work)

## The Lotus blooms and vrooms in Cambridge.

### NEW CARS

New Lotus Europa 5-speed from £2741  
Lotus Elise 1300/5. In sable HRS radio  
From £3462  
New Lotus Elise 1300/5. In purple, HRS  
radio. From £3462

### PREVIOUSLY OWNED

1973 Europa Special 5-speed 6 000  
miles Tawny gold. Radio, alloy  
wheels £2100  
1972 Europa TC. Red. Radio, alloy  
wheels. 9,000 miles £1685  
1971 (K) Europa TC. Metallic blue  
Tinted glass, alloy wheels £1500  
1973 Elan Sprint DHC. White. 5,000  
miles £2096

1969 Elan S4 S/E FHC White. Radio  
£1800

1971 Jaguar XJ6 4.2. Regency red  
beige interior Radio 33 000 miles  
£2800

1970 MGC. In white. o/d. alloy wheels  
radio. Excellent example £800

1973 Mazda RX2 Coupé 6 000 miles  
Finished in yellow, black interior. Usual  
extras £1625

1973 Mazda RX3 Saloon. 9 000 miles  
In red Radio Usual extras £1345

1972 Rover 2000 TC. In Zircon blue  
black interior Low mileage, radio, HRS  
£1675

## Eric Sayer's Sportscars



Vroom Vroom

Eric Sayer (Cambridge Sports Cars) Ltd, 10-12 High Street  
Fulbourn Cambridge, Tel: Cambridge 88 711  
Lotus and Mazda main dealers. Open all week except Sunday

WHAT'S GOT 4 Camshafts, 8 Cylinders,  
Triple Downdraught Webbers, Trans  
Ignition, 2 plus 2, Pininfarina, 135 mph  
Only £1800 ono?

Possible part exchange  
Chrs

Tel: 01-483 5059, 01 205 5487 evening

## MGB GT 1972

Immaculate 1972 car in flame with navy trim  
Filled overdrive HRW radio headrests, neck  
bolts. Plus stage 3 spec. tuning conversion  
Fitted Abingdon for this car to be road tested  
by motor magazine. Also with special glass roof  
fitted by Triplex. A fast unique car, prepared and  
maintained almost regardless of cost by British  
Ley and prior to my ownership. Genuine reason  
for sale £1600 ono

Tel: 01-483 3408

## DAVIAN-BERESFORD MOTORS LTD.

### BMW AREA DEALERS

One only remaining BMW 2002 at pre-  
increase price

1973 (M) BMW 2002 Tii. Colorado, with  
black cloth trim, 5,000 miles only. Absolu-  
tely as new Save £400 on new price  
£2700.

1973 BMW 520 Verona with black cloth  
trim, tinted windows. 1 owner 8,000  
miles Save £400 on new price £2975

1972 Datsun 240Z. White with black trim.  
1 owner 8,000 miles. Full history avail-  
able, pristine condition throughout £1875

1971 (K) BMW 2500. White with black  
trim. 1 owner. Full history. Blaupunkt  
radio. Superb condition £2425

1969 Jaguar 420 G. Dark blue with grey  
leather trim. 1 owner. Low mileage.  
Bargain at £3995

Full race MG Midget competitive car  
complete with numerous spares See  
class list £500

STORFORTH LANE  
CHESTERFIELD  
Tel: 70859

Why not sell  
your sports car  
on this page

Tel: AUTOSPORT  
01-636 3600

## ASTON MARTIN DBS

1969 (H) automatic 40 000 miles Metallic bronze  
with tan leather. Radio, 8-track stereo, electric  
windows, Sundym glass, selective suspension,  
heated rear window chrome wheels £400 just  
spent including top overhaul, etc New Cnts  
Exceptional for year £2950

Tel: Highworth 762847 business  
Swindon 39127 evening







# ACCESSORIES AND EQUIPMENT

Sports and Performance Cars 47-58 Racing and Competition Cars 59-59 Autopart Market Place 60-63



## Are you up-to-date on the Rosejoint?

Know about the new aircraft approved bearings  
Self-lubricating Corrosion resistant  
Send for the latest Catalogue



### ROSE BEARINGS

Based: Park Lane Group  
Saxilby Lincoln LN1 2LW England  
Telephone 0522 702451 Telex 56210

## PORSCHÉ

### SPARES

911/912/914 secondhand parts body and mechanical 911 mags, fibreglass front 'S' and Carrera type spoilers

### AUTOFARM

High Street, Iwer Bucks  
Tel Iwer 1890 (day)  
Toddington 2825 or 01-844 4170 (evening)

## V.W. DERRINGTON LTD.

FOR ALL

### WEBER CARBURETTORS

SALES AND SPARES  
Manifolds, Air Trumpets, Air Cleaners, Gaskets,  
O Rings and Carburettor Units  
150-161 London Road Kingston 5621/2  
Surrey



## EXPORT SERVICE

We export standard parts competition parts cars and accessories for all British cars to any part of the world

For further details please contact  
WOS MOTOR PARTS & ACCESSORIES LTD.  
Coronation Road, Cresswell Ind Est  
High Wycombe, Bucks HP12 3RP, England  
Tel: (STD 0494) High Wycombe 36181

For further details  
of advertisements on these  
pages  
ring 01-636 3600  
ext 49

# RACING AND COMPETITION CARS

Sports and Performance Cars 47-58 Racing and Competition Cars 59-59 Autopart Market Place 60-63

### FORMULA VEE

1974 MODEL MONOCOQUE VEE - convert to Super Vee plus many other parts. Also a spare chassis for sale. See page 47 for details. Tel: 01-636 3600

### HILLCLIMB CARS

MINI MITE - 1974 model, 1000 cc, 1500 cc, 2000 cc, 2500 cc, 3000 cc, 3500 cc, 4000 cc, 4500 cc, 5000 cc, 5500 cc, 6000 cc, 6500 cc, 7000 cc, 7500 cc, 8000 cc, 8500 cc, 9000 cc, 9500 cc, 10000 cc. Tel: 01-636 3600

### MODSPORTS CARS

TURNER BMC MK2 - 1.6 cc, 1.8 cc, 2.0 cc, 2.3 cc, 2.6 cc, 3.0 cc, 3.5 cc, 4.0 cc, 4.5 cc, 5.0 cc, 5.5 cc, 6.0 cc, 6.5 cc, 7.0 cc, 7.5 cc, 8.0 cc, 8.5 cc, 9.0 cc, 9.5 cc, 10.0 cc. Tel: 01-636 3600

### MONOPOSTO CARS

CHEAP SINGLE SEATER - 1000 cc, 1500 cc, 2000 cc, 2500 cc, 3000 cc, 3500 cc, 4000 cc, 4500 cc, 5000 cc, 5500 cc, 6000 cc, 6500 cc, 7000 cc, 7500 cc, 8000 cc, 8500 cc, 9000 cc, 9500 cc, 10000 cc. Tel: 01-636 3600

### PRODUCTION SPORTS

THE FASTEST MGB in the world, 1000 cc, 1500 cc, 2000 cc, 2500 cc, 3000 cc, 3500 cc, 4000 cc, 4500 cc, 5000 cc, 5500 cc, 6000 cc, 6500 cc, 7000 cc, 7500 cc, 8000 cc, 8500 cc, 9000 cc, 9500 cc, 10000 cc. Tel: 01-636 3600

### RACING SALOONS

DAVID OVET'S 1.1 LITRE MAE ANGLIA for sale. With 1000 cc, 1500 cc, 2000 cc, 2500 cc, 3000 cc, 3500 cc, 4000 cc, 4500 cc, 5000 cc, 5500 cc, 6000 cc, 6500 cc, 7000 cc, 7500 cc, 8000 cc, 8500 cc, 9000 cc, 9500 cc, 10000 cc. Tel: 01-636 3600

275 CAMARO 1971 Group V. Very carefully prepared but not yet finished. Contact for details. Tel: 01-636 3600

### RACING CARS

OAREN FVA Race - 1000 cc, 1500 cc, 2000 cc, 2500 cc, 3000 cc, 3500 cc, 4000 cc, 4500 cc, 5000 cc, 5500 cc, 6000 cc, 6500 cc, 7000 cc, 7500 cc, 8000 cc, 8500 cc, 9000 cc, 9500 cc, 10000 cc. Tel: 01-636 3600

### RALLY CARS

AVENGER - 1000 cc, 1500 cc, 2000 cc, 2500 cc, 3000 cc, 3500 cc, 4000 cc, 4500 cc, 5000 cc, 5500 cc, 6000 cc, 6500 cc, 7000 cc, 7500 cc, 8000 cc, 8500 cc, 9000 cc, 9500 cc, 10000 cc. Tel: 01-636 3600

### TRIAL CARS

CANNON TRIALS CAR - 1000 cc, 1500 cc, 2000 cc, 2500 cc, 3000 cc, 3500 cc, 4000 cc, 4500 cc, 5000 cc, 5500 cc, 6000 cc, 6500 cc, 7000 cc, 7500 cc, 8000 cc, 8500 cc, 9000 cc, 9500 cc, 10000 cc. Tel: 01-636 3600







# RACING AND COMPETITION CARS

Sports and Performance Cars 47-54    Racing and Competition Cars 55-59    Autosport Market Place 60-63

## MICK HILL'S GROUP 1 CAPRI

EX TRICENTROL RACING



Blueprinted 173 bhp Broadspeed engine, ultra competitive equipt for next year's British Saloon Car Championship. Immaculate car with new road tyres. Also sets of wets and dries. Would next year's champion ring 01-570 5541 or 01-574 5593

PX on Trans-Am or Stingray possible  
Only £1400 OR \$3700

## BRABHAM BT 38/41

This car is immaculate and comes with two completely rebuilt Nova motors, and Hewland Mk 8, with complete set of gear ratios, also spare set of rims with set of wets. Also spare Mono-coque and bodywork, plus trailer.

**£2,250**

Contact Jim Fuller  
01-940 9399 (evening)  
Sunbury-on-Thames  
85666 (day)

## GRD 273 Formula 2 Car



Complete with BDG 1 race only and FG 400 gearbox, Konis and many spares. This car has only done 2 races from new. Rolling chassis included, £2,600.  
Also 1-practice-old Racing Services engine £2,000

1-race-old Cosworth BDG £2,600

Telephone Leicester 881543



# RACING AND COMPETITION CARS

Sports and Performance Cars 47-56 ■ Racing and Competition Cars 58-59 ■ Autospot Market Place 60-63

## JOHN DE STEFANO

*is having a clearout*

*Gems for immediate delivery include*

73 Porsche Carrera lightweight as driven by Nick Faure to endless wins in Prodsports, obviously the best Porsche in the country.

72 Corniche Convertible, Burgundy with white hood, interior. Perfect throughout.

73 Escort Mexico LHD. 9,000 miles, white. As new.

Also 1972 Carrera lightweight LHD, undergoing complete overhaul. Shortly available.

**Tel.: 01-235 6557/2879**



*The car is offered with:*

10 sets of gear ratios ● Spare set of Minilite wheels with Dunlop 356 wets ● 10 gal and 15 gal foam tanks ● Rebuilt spare engine complete with manifolds, Webers etc ● Various highly modified cylinder heads ● numerous engine and suspension spares ● New inlet/exhaust manifold fitted with unused Dellorto carbs  
Finance and Part Exchange possible. For details of full specification and prices contact:

**IVOR GOODWIN RACING**

46A WATERGATE, GRANTHAM, Lincs.

Tel: Grantham 4793

## GROUP II SUNBEAM IMP SPORT

Offered for sale exactly as raced in the 1973 British Touring Car Championship.

This highly competitive car is capable of winning any of the European National Championships, or could be converted into an unbeatable Club car.



### KEN BAILEY

offers his successful  
Formula  
Atlantic March

Upgraded by March and fitted with Falconer Body. Complete with engine rebuilt by RES. Slicks and wets on rims, intermediates, gears, spare tail, etc, etc. £3750.

Tel: 061-872 0753 (office), 061-973 5633 (home)

RICHARD JENVEY offers for sale

## THE SUPERCHARGED SPRIDGET

This must be the most successful Spridget ever and comes with Dunlop 370 slicks and 356 wets on revolutionary alloy wheels and many spares, including unsupercharged top end—as used successfully in 1971/2

Now that the supercharged bugs are sorted, this car has potential for further development, if required! Technical assistance will be given to new owners. Offers over £1000  
Tel: Wolverhampton 53216 (day) Claverley 506 (evening)



# RACING AND COMPETITION CARS

Sports and Performance Cars 47-58 • Racing and Competition Cars 59-59 • Interport Market Place 60-63

## SICK OF THAT OLD TRANSIT VAN?

American & cylinder towing vehicles are the best in the world and you can have two as a unit used 1973 models set up with all the right equipment for towing your race car in style next summer.



1973 Dodge Maxi Sportman, blue with orange and yellow stripes. 360 cu. in. V8 engine, automatic, power steering, power disc brakes, West Coast mirrors, map wheels with white wall belted tyres, tow hitch, heavy duty battery, heavy duty shocks, heavy duty axles, heavy duty alternator, heavy duty rad. \$3,650 including shipping to Southampton. Liverpool, G. Shenburg, Antwerp, Bremerhaven or Le Havre.



1973 GMC Sprint, identical to Chev. El Camino but made by GM Truck Division so can be imported as commercial vehicle. Also most cost-effective. Platinum color with white vinyl top, wood trim panels. 360 (5.7 ltr.) V8 with 4 barrel carb and dual exhaust (4 in. at 10 in. square). Z26 automatic, power steering, power brakes, racing mirrors, heavy duty shocks, heavy duty axles, heavy duty rad. \$3,650 including shipping to Southampton. Liverpool, G. Shenburg, Antwerp, Bremerhaven or Le Havre.

Also available two Brian Hart 2 litre alloy block BDAs as used by Bertil Roos. One has just been rebuilt at the House of Hart and is without a doubt the quickest Ford F2 engine anywhere. £2500 for quick sale.

Also available 1970 Camaro Z28 4 speed. Excellent for Group 1 racing. Very cheap. Write for details.



### Fred Opert Racing

17 Industrial Avenue, Upper Saddle River, NJ 07468 USA

Tel: 201-825-1112

Telex: 130406

## WARREN PEARCE E-TYPE



Warren Pearce E-Type. Probably the finest developed modsports E-Type ever. Ready to race. Mods too numerous to mention in this advert. Full details on request. £1650 ono.

**SALISBURY 28698**

## PETER J. DENTY RACING DEVELOPMENTS

Coldstream Cottage, Tibenham, Norwich NOR 82W  
Tel: 037 977 343

Racing Car Preparation • Crash Repairs  
Specialists—F3—F/Ford—F/Atlantic  
Restoration • Spares and Accessories

At present undertaking winter rebuilds at sensible rates on any formula cars: FF, Libre, Hillclimb cars.

## HAGGISPEED MK 2 CLUBMANS



The immaculate and competitive 1973 Clubmans still isn't sold. Superb spec. like on 1973 Haggispeed MK2 with new B36 wet-plate built trailer. Many spares, works assistance available. Must be sold hence offers around £1950.

Mike Sales Tel: 01 300 8201

## MODSPORTS MIDGET or SPRITE

or similar car required. Must conform to full regulations. Also late AC Cobra required.

Please write with full details

Mr Goring

560 High Road, Leytonstone, London, E11

## Fastest Chevron Anywhere?



2nd Nurburgring 500 ks  
2nd Osterrehring  
3rd Barcelona  
Martin Raymond car complete with latest wing/suspension mods. To be sold with FG400 box and Smith FVC engine, as going concern.

Tel: 01-435 7436 (day)

If you are a rally specialist or have any rally equipment to sell why not give us a ring on

**01-636 3600**



# RACING AND COMPETITION CARS

Sports and Performance Cars 47-50 • Racing and Competition Cars 58-59 • Autosport Market Place 60-63



## team aldonsale



### GEOFF TILL'S PRODSPORTS MIDGET

STP championship winning car 14 wins, 8 lap records. Built and prepared by Aldon and maintained regardless. Blue-printed and all allowable tweaks. RAC approved engine. Complete with 15 wheels, 24 tyres (as new) £850 ono



### GEOFF TILL'S MODSPORT MIDGET

Little used owing to prodsports 8 Minutes, LSD new 1293 engine c/r gearbox, fibreglass body, Aldon suspension, new S/A, spare tyres etc. £850 ono



### LYNDEN THORNE'S ALDON AL2

2nd overall 1st 1300cc class Castro/MN championship 4 lap records Full monocoque chassis GPS spec Fully adjustable Immaculate Offers invited with or without engine

#### PLUS

1300cc ALDON FVA—185 bhp. £1000 ono.

1300cc BRM TC—155 bhp. £850 ono.

1293cc 'S' half engine—just rebuilt. £85

Plus host spares tyres etc etc

Aldon Automotive, Brierley Industrial Estate  
Station Drive, off Bretton Lane, Brierley Hill,  
Staffs. Tel: Brierley Hill 78508

## Ford Chevy Escort Rolling Shell

Fibreglass front end, alloy wheels, 5 cks at round 9in fronts 13in rears 8 stein adjustable front aqs, E Type rear end, Formula 1 front brakes van rated front discs and four pot calipers. As raced this season less engine gearbox, diff and steering £400 or part exchange road car

#### SPARES

2 new 11in SU carbs £5 each

1 secondhand Escort fibreglass bonnet £2

Secondhand tyres

Two 10 x 23 x 13 £5 each

Two 9 x 23 x 13 £5 each

Mag alloy wheels 5 stud fitting

Two 13 x 13 £7 50 each

Two 10 x 13 £7 50 each

Two 9 x 13 £7 50 each

Chevrolet manifold with twin 560 Holleys

NOTTS AUTOS.

Tel: Melton Mowbray 3263.

## GEDOL INTERNATIONAL LUBRICANTS

Attention all competition people if you have not already arranged your lubrication for 1974. Do it now! Our Le Mans competition oil will stand 700°C, cut your friction and wear to practically nothing and should also obtain at least a 5% increase in power

Enquiries to: C. R. Town,  
Sales and Promotion, Gedol International,  
32 Rownham Lane, North Baddeley, Nants  
Tel: Rownham 3693

## FOR SALE

### 1000cc M.A.E. COSWORTH ENGINE

Complete ready to race

Includes: New copper clutch New big valve head 2 DCNL 40 Weber downdraught New cam

This engine has had 9 wins and placed in 22 meetings out of 24 in 1973. Lap record holder S version also powered out Angle to 2nd in 1973. Esso Unl Championship Genuine 130 BHP. A real screamer!

Contact: Richard Long, REINHARD RACING

Tel: Stevenage B3044



## 2 R.P.16 ROYALES

Ready to race and take you into the front row or pole position. These cars have brought Alo Lawler great success in his first year of racing, including 7 wins, front row 11 times and 15 placings. This includes winning the B & I Trophy. One car has inboard brakes, Willens seat belts and Graviner fire extinguisher. The second car has outboard brakes with Mk 8 gearbox. £1750 each

Also £1000 worth of new spares for sale at the right price

L & B Excavations Ltd.

69 Earle Street, Newton-le-Willows, Lancs.

Tel: Newton-le-Willows 4936 or 4352 to contact Mr Alo Lawler.

## RACE PREPARED 5 LITRE Z28 CAMARO

Touring Class Winner 1969 Daytona 3rd overall  
Driven by John Ward and Jerry Timus

£2750

Possible part exchange

Jerry Mahoney. Tel: 01-589 6800.

## demon tweeks

Modsports G4 Ginetta

1000 MAE. Built box, Minutes, AR Calpers, Fully rose jointed. Currently being pedalled by up and coming World Champion Jeremy Rosater

£1095 ono

This car is now eligible for Modsports 1974 fitted with a twin-cam, so can be supplied without engine

Contact: Alan Minshaw

DEMON TWEAKS

Gateshead Smithy, Tatterhall, Near Chester  
Tel: Tatterhall (0829) 70625



## Sports and Performance Case 47-54    Pricing and Competition Case 58-59    Independent Market View 60-63

Updated in Atlantic form. Complete with ex Schuppen BDA Richardson engine. A very successful car. Hardy raced this year, but 1st at Ingleston July 22 when Ronnie Mackay drove the car.

**£2,500 no offers**

**Special offer half price on Armstrong competition shockers**  
**Now ATA**

**Tel : Whitley Bay 23067 (day),  
Whitley Bay 20976 (evening)**

**GRO 273 Formula 2** Immaculate condition. The BDA 2 litre aluminium Broadspeed has been used in only one race and has been overhauled, FG400 gearbox, Konis and many spare parts in as new condition. This car has taken part in only 2 races and has a front radiator. Chassis only, with gearbox 250,000 Belgian Francs.

Also BDA Don Moore (255cv) 1870cc 180,000 Belgian Francs (never raced), and BDA Broadspeed, 2-litre (270cv), 240,000 Belgian Francs.

Belgian Franks.  
8 wheels GRD 10in and 15in with Firstones. 30,000 Belgian  
Franks

**Tel: Brussels 66 29 43**

of white lo

Claude Bourgoignie,

Residence Barns

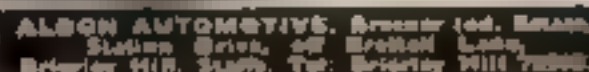
Mail 1080, Brussels, Belgium

BDA (ex-works Chevron, unused).

**5 club races only**

**£2250 or exchange Atlantic engine.**

**Tel : Belfast 744137.**



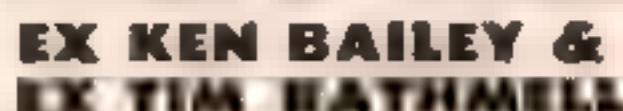
Bo. W. (Wood) variety  
common and very good.  
Cold spring water and fine  
little trout like him.  
Camp trout may be.  
Twin Water mountain and  
lake.  
C/R mountain, both had  
reared.  
Little R/T park Mountain,  
full run trout and  
spring both like trout  
abundant.  
Large range of mountains  
with trout abundance.

ALICE mentioned in card  
by GROSS TILL, BUSH  
WARD, C. & C. and  
BLACK. 11/1/44.

**1 6 HF Fulvia works rally car. Never rallied, only used for demonstration purposes.**

**£1650**

**Tel: Sedgley 5543, near Dudley (Worcs)**



Many wins and high places. Maintained regardless of cost. Engine rebuild just completed. Many spares. Ford transporter available. Fitted sleeping accommodation and workbench.

**First reasonable offer secures.**

**Tel : Otley 51636, Ilkley 4387 (home).**

which has remained unused since 1972, is now offered for sale as a rolling chassis without gearbox, making it an ideal basis for a successful hillclimb or Atlantic car.

Spare (slightly damaged) tub and some wheels, tyres, etc. available if required

**SENSIBLE OFFERS TO : DORKING 730 229.**

Very quick Scholten engine Hewland Mk 5 gearbox, 2 wins, 2 seconds, and many other classics. Built up from new parts Nov '72.

Smelteries 1m 34 4s—Mallory (club) 36 4—Brands 534

Available with trailer, car cover, spare body moulds, wheels and tires  
Others around \$1,100 or will suit

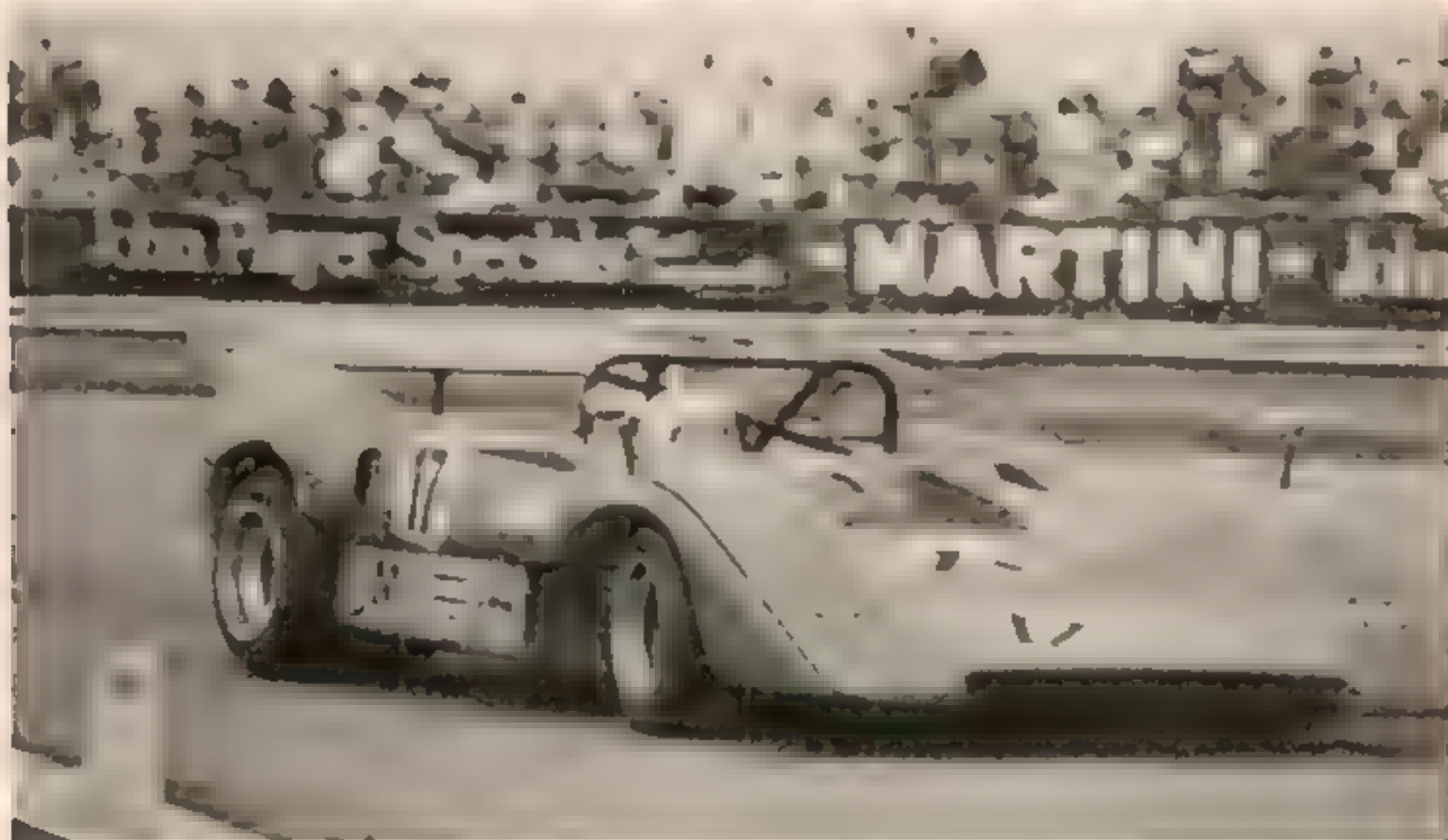
Also some other spares available

1966 Ford Transit Van, radio, low bar, ideal transporter . . . . . 114  
Merlyn Mk 17 Rolling Chassis. Ex-Sammy Eade, second in the B.R.S.C.C.  
youth western championship, 1977. 1110 used this year . . . . . 114

Phone: Chris. 81-448 3144 (work). 01333 71069 (Limnoid) evenings.



# McLAREN M8E



This car was the first non-Porsche in this year's Interserie Championship. It has been thoroughly checked, and overhauled as required, and is ready to race. We wish to sell as a complete outfit. CAR, SPARES, TRANSPORTER and EQUIPMENT. A bargain for just £8500.

## ENGINE SPARES

The spares, valued at over £1000 for the REYNOLDS McLaren 8.3 litre (760 bhp) include: Crankshaft, set of pistons and gudgeon pins, 2 sets of piston rings, camshaft and bearings, complete set of valves and springs, timing chain and sprocket set, set of cam followers, complete set of inlet and exhaust push rods and guide plates, 32 spring retainers, 3 packets of valve cotter pins, 2 rotor arms, distributor cap, set of head studs, nuts and washers, 4 oil, water pump drive belts, Lucas metering unit, various gauges, oil filters, and a number of other miscellaneous spares.

This car has only run 260 miles since the last engine overhaul.

## BODY WORK

A complete carbon fibre nose section.

## TRANSPORTER

MARQUIS long wheelbase TRANSIT transporter. This has been regularly serviced, and the modifications include: Wheel and tyre rack, winch, work bench with vice, 5 lockers with equipment, to include castor camber gauge, battery charger, timing light, compression tester, water system tester (all these items are new this year), large heavy duty canopy to enable work under cover at rear and side of transporter.

## SUSPENSION AND BRAKE SPARES

Front and rear wishbones, hubs and bearings, 1 1/2 in brake discs, brake master cylinders, 3 sets brake pads, 17 wheels and numerous tyres (wet, dry and intermediate).

## GEARBOX

Gear ratios to the value of £400. These have hardly been used. New crown and pinion, etc. The complete gearbox has just been comprehensively overhauled by Racing Transmission Services.

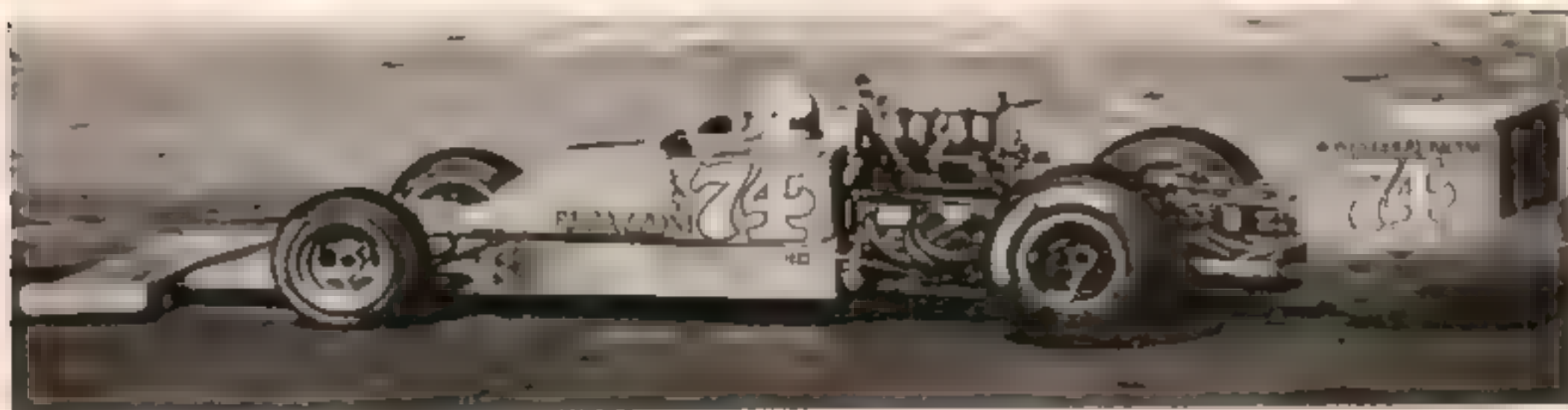
Contact: Mr STEPNEY, BILLINGSHURST 3210.



# RACING AND COMPETITION CARS

Sports and Performance Cars 47-50 — Racing and Competition Cars 50-59 — Autopart, Market Place 60-63

## LOLA T330 1973



Complete with new spare engine, numerous tyres, wheels, wings, etc.

Any Road or Race car taken in exchange

Telephone 01-902 9313 - TONY BROWN

## JOHN WILLMENT offer

Mike Crabtree's Group One 3-LITRE CAPRI

COMPETITIVE GROUP ONE RACER OR  
POTENTIAL TRAFFICLIGHT GRAND PRIX WINNER

**£1,550**

Contact Mike Crabtree or Martyn Farrall  
01-648 0071



## MODERN TOYS RACING F/FORD BPG MK4 ROLLING CHASSIS

New Valley rose pink black  
cylinder caps etc Rear  
upright drive shafts with  
bolts at Lola 61 based gs for front wishbones body moulds spare  
body Spare set of wheels and Tornos  
Also available front and rear wings 8 & 10 Revolutions fitted nearly new  
Dunlop 5 cks  
Tel or made trailer

£350  
£110  
£40

Tel: Syston 5141 (Leicestershire).  
John Bright after 6 pm.

Beaten by costs not competence? Then why not race competitively with you measure with this Merlin

## 250 cc BLOW/MERLIN MONTESA

Brand new Hester chassis propelled by genuine full house Merlin tuned MX5 Montesa engine rebuilt with all new parts, Bulstro piston, barrel, crankcases, lightweight transistor flywheel, etc Driving through high speed s/clutch, c/r gears with Capra 1st speed 6 Goodyear rears on 2 p wheels with 5 cks at front (spare set of handcut wets) modified steering and exhaust, brakes refined. An ultra competitive rig (engine alone cost £390) Complete in every respect, ready to start up and win £420

For further details contact Drew Liddle at Stocksfield  
Northumberland (05615) 2124 or 2177 daytime











## Sports and Performance Center Training and Competition Call 800-967-9299 Automated Market Place 800-967-9299

## AUTOSPORT NOVEMBER 22, 1973







# AUTOSPORT GUIDE TO ROLLING ROAD FACILITIES



## ALDON GO ROLLING ROAD

CRYPTON/HEENAN DIAGNOSTIC BAY  
300 bhp ROLLING ROAD

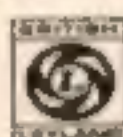
### ALDON AUTOMOTIVE

Breener Industrial Estate  
Station Drive  
off Brettell Lane  
Brierley Hill, Staffs  
Tel.: 78508

### B. E. COCKS & CO.,

NEWMARKET ROAD  
CAMBRIDGE

SUN TUNING DIAGNOSTIC CENTRE  
ROLLING ROAD FACILITIES



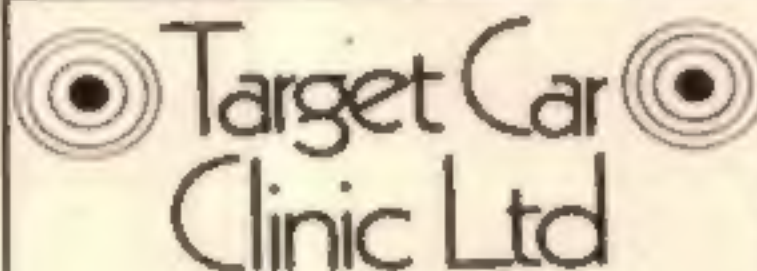
**TRIUMPH**

Tel: Cambridge (0223) 85111

## PETER CLARKE AUTOS LTD.

BELMONT WHARF, SKIPTON  
BD23 1RL  
Tel: SKIPTON 3218

400 BHP ROLLING ROAD  
CRYPTON DIAGNOSTIC BAY  
FORD PERFORMANCE  
SPECIALISTS  
ENGINE REBUILDING



Telephone 01-435 7436-7

THE specialist in engine analysis  
and diagnosis. Full indoor per-  
formance testing and power  
tuning.

Martin Raymond,  
THE TARGET CAR CLINIC LIMITED  
1 Ridge Road, Childs Hill, NW2.

## UPTUNE

### UPSHIRE SERVICE STATION

UPSHIRE ROAD,  
WALTHAM ABBEY,  
ESSEX.

Tel: Waltham Cross  
(97) 26660.

Ford Performance Specialists  
Full Dynamometer Service

## MORSPEED

*Rolling road tuned  
cars set the pace*

SPECIALIST CONVERSIONS

PERFORMANCE TUNING

MORSPEED CONVERSIONS

LTD,

216 Livery Street,  
Birmingham 3.

Tel: 021-236 0248

## Classified Advertisement Form

Full details of how to book an advertisement by telephone or letter  
are given at the beginning of this Classified Advertisement Section.  
If you are sending in your advertisement cash with order, you may,  
if you wish, use the form below.  
Send it to AUTOSPORT, Classified Advertisement Department,  
Gillow House, 5 Winsley Street, London, W1A 2HG. Minimum charge  
£1.20 per insertion.

Name .....

Address .....

Cheque/PO value ..... enclosed.

Classification heading

(make of car, etc.)

					1.20
					1.50
					1.80
					2.10
					2.40
					2.70
					3.00

For office use only



# AUTOSPORT GUIDE TO ENGINE TUNING

**ALWAYS AHEAD!**



## GORDON SMITH ENGINEERING LTD

ELECTRONIC BALANCING • CRANKSHAFT GRINDING • CYLINDER REBORING  
• FULL RACE FLYWHEEL LIGHTENING • SURFACE GRINDING • ENGINE  
RECONDITIONING • LINE BORING FOR STEEL CAPS • TUFTRIDING

SUPPLIERS of  
• ALL ENGINE SPARES.



PISTONS • VANDERVELL BEARINGS

Bromagrove Road, Halesowen, Birmingham  
Tel: 021-660 3211/2

**SMT**

**Dunkeld Road, Perth. Tel: Perth 26241**

The home of the SMT Firenza  
and the Viva Ecosse.

**All Road, Race & Rally preparation  
undertaken by trained competition  
mechanics.**



**Stewart & Arden**

are now one of Britain's leading  
British Leyland Special  
Tuning Parts Stockists

Stewart & Arden Ltd, Unit 23B  
Central Trading Estate, Staines  
TW18 4UE. Tel: Staines 55281

★ 24 HOUR BALANCING SERVICE ★  
Boring, sleeving, crank grinding.  
Special machining  
for competition requirements.

## Hillthorne Eng. Co.

BORING	BALANCING	CRANK GRINDING	TUFTRIDING	CRACK TEST	SHOT PEEN	SPECIALISED MACHINING UNDERTAKEN	PISTONS	RINGS	BEARINGS	GASKETS	CAMSHAFTS, ETC.
--------	-----------	-------------------	------------	------------	-----------	--	---------	-------	----------	---------	--------------------

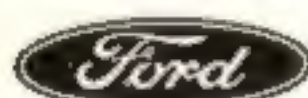
**UNIT 2, TRUMPERS WAY, TRADING ESTATE,  
HANWELL, W7 2QA. Tel: 01-571 0911.**



## ENGINE SERVICES

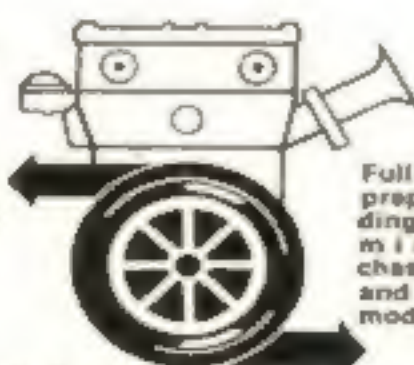
12 Crown Lane, Stourbridge,  
Worcs.

Tel: 03843 3467 or 71638  
(Stourbridge)



power by

**A.V.J.**



Full Porsche Rally  
preparation including  
engine, transmission  
and chassis for Carrera  
and all 911  
models

**DEVELOPMENTS**

For details of above contact:

**A.V.J. DEVELOPMENTS**

Pershore Industrial Estate, Pershore, Worcs. Tel: Pershore 3494

**TUNGSTON**  
AUTOMOBILE DEVELOPMENTS

Engine tune clinic for  
private patients only. Roll-  
ing road testing up to  
300 bhp at wheels.

**DIAL IN  
01 346-  
6616**



**ENGINE TUNING  
and  
ROLLING ROAD TEST CLINIC**



**NETHER STREET FINCHLEY CENTRAL, LONDON, N.3**





# Rothmans

The best tobacco  
money can buy

*Rothmans*  
**KING SIZE**

**FILTER TIPPED**

...when you know  
what you're doing

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING